# APPENDIX G Noise Analysis Data

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# NOISE MEASUREMENTS

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Site Number: 1									
Recorded By: Monica Kling									
25-104231.001									
Date: March 18, 2010									
Time: 2:26 p.m.									
Location: parking lot on the	e northwest corner of the Un	ion Street/C Street intersection	n						
GPS:									
Source of Peak Noise: peo	ple walking by; traffic; trolley	operation including horn, bu	ises; cars in parking lot						
	Noise	e Data							
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)						
64.6									

Equipment										
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note				
	Sound Level Meter	Larson Davis	820	1428	4/29/2009					
Sound	Microphone	Larson Davis	2561	1012	11/17/2008					
Souria	Preamp	Larson Davis	PRM828	2533	11/17/2008					
	Calibrator	Larson Davis	CA250	0216	7/31/2006					
			Weather Data							
	Duration: 10 min	utes		Sky: Sunny						
	Note: dBA Offset :	= 24.5	24.5 Sensor Height (ft):							
Est.	Wind Ave Speed	(mph / m/s) Te	emperature (deg	rees Fahrenheit)	Barometer Pressure (hPa)					

## **Photo of Measurement Location**



Site Number: 2	Site Number: 2								
Recorded By: Monica Kling	Recorded By: Monica Kling								
25-104231.001									
Date: March 18, 2010									
Time: 2:57 p.m.									
Location: Sophia Hotel (co	rner of Front Street/Broadway	y)							
GPS:									
Source of Peak Noise: police	Source of Peak Noise: police sirens; car unloading; traffic; signal chirping; trucks; hotel workers								
	Noise Data								
Leq (dB) Lmin (dB) Lmax (dB) Peak (dB)									
68.5	59.3	83.4	101.7						

Equipment											
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note					
	Sound Level Meter	Larson Davis	820	1428	4/29/2009						
Sound	Microphone	Larson Davis	2561	1012	11/17/2008						
Souriu	Preamp	Larson Davis	PRM828	2533	11/17/2008						
	Calibrator Larson		CA250	0216	7/31/2006						
			Weather Data								
	Duration: 10 min	utes		Sky: Sunny							
	Note: dBA Offset :	= 24.5		Sensor Height (ft): 5	5 ft						
Est.	Wind Ave Speed	(mph / m/s)	Temperature (deg	rees Fahrenheit)	Barometer Press	Barometer Pressure (hPa)					

## **Photo of Measurement Location**



Site Number: 3 Recorded By: Monica Kling

25-104231.001

Date: March 18, 2010 Time: 3:24 p.m.

Location: The W Hotel – corner of B Street/State Street

GPS:

Source of Peak Noise: cars unloading; exhaust fan; traffic on State Street and B Street; Buses; person on on sidewalk on cell phone; people walking by; hotel worker conversations.

Noise Data								
Leq (dB) Lmin (dB) Lmax (dB) Peak (dB)								
66.2	60.3	81.3	91.5					

Equipment											
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note					
	Sound Level Meter	Larson Davis	820	1428	4/29/2009						
Sound	Microphone	Larson Davis	2561	1012	11/17/2008						
Souria	Preamp	Larson Davis	PRM828	2533	11/17/2008						
	Calibrator	Larson Davis	CA250	0216	7/31/2006						
			Weather Data								
	Duration: 10 min	utes		Sky: Sunny							
	Note: dBA Offset	= 24.4	;	Sensor Height (ft): 5	ft						
Est.	Wind Ave Speed	(mph / m/s) Te	mperature (degr	ees Fahrenheit)	Barometer Pressi	ıre (hPa)					

## **Photo of Measurement Location**



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# A STREET TRAFFIC NOISE MODELING

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#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Existing Monica Kling Job #: 25104231 Analyst: Roadway: A Street Road Segment: Columbia to State PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 8740 Receiver Barrier Dist: Peak Hour Traffic: 874 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type

Auto

Med. Truck

Heavy Truck

-90

NOISE SOURCE ELEVATIONS (Feet)

Autos:

Medium Trucks:

Heavy Trucks:

8

Barrier Height:

90

Rt View:

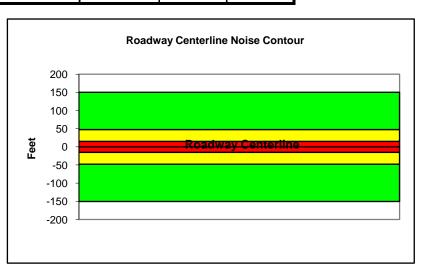
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	49.4	58.2	56.4	50.3	59.0	59.6				
Medium Trucks:	59.2	51.1	44.7	43.1	51.6	51.8				
Heavy Trucks:	64.4	52.4	43.4	44.6	54.5	54.6				
Vehicle Noise:	66.8	60.2	57.0	52.3	60.9	61.3				

0

Lft View:

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CNE										
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	151						
65 dBA	48						
70 dBA	15						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



0.775

0.848

0.865

0.129

0.049

0.027

0.9742

0.0184

0.0074

0.096

0.103

0.108

Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: A Street

Medium Trucks: Heavy Trucks:

Road Segment: Columbia to State

PROJECT		S	ITE DATA				
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Daily	y Traffic:	8757		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	875.7		
Centerline Dist. To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	is <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade)	: <b>0</b>		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELE	VATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						

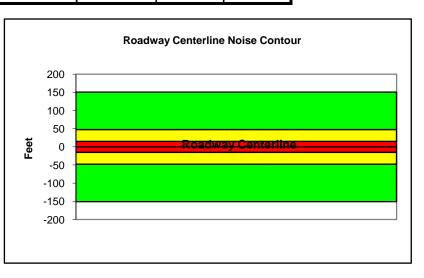
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	49.4	58.2	56.4	50.4	59.0	59.6				
Medium Trucks:	59.2	51.1	44.7	43.1	51.6	51.9				
Heavy Trucks:	64.4	52.4	43.4	44.6	54.5	54.6				
Vehicle Noise:	66.8	60.2	57.0	52.3	60.9	61.3				

2.3

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CNE									
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR								
Unmitigated								
60 dBA	151							
65 dBA	48							
70 dBA	15							
Mitigated								
60 dBA								
65 dBA								
70 dBA								



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Analyst: Monica Kling Job #:

Roadway: A Street

Road Segment: Columbia to State PRO IFCT DATA

ÿ								
PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Gra	de:	0			
Barrier (0=wall, 1= berm):	0		Average [	Daily Traffic:	9499			
Receiver Barrier Dist:	0		Peak Hou	r Traffic:	949.9			
Centerline Dist. To Observer:	100		Vehicle Speed:		35			
Barrier Near Lane CL Dist:	0		Centerline	Separation:	24			
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S		
Pad Elevation:	0.5		Site condi	tions <b>HARD SI</b>	TE			
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type Day		Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	

Med. Truck

Heavy Truck

0.848

0.865

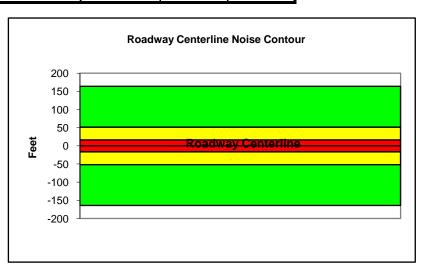
-90 Rt View: 90 Lft View: **NOISE SOURCE ELEVATIONS (Feet)** Autos:

Medium Trucks: 2.3 Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	49.8	58.6	56.8	50.7	59.4	60.0			
Medium Trucks:	59.5	51.4	45.1	43.5	52.0	52.2			
Heavy Trucks:	64.7	52.8	43.7	45.0	54.9	55.0			
Vehicle Noise:	67.2	60.5	57.3	52.7	61.2	61.7			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq Leq Day Leq Evening Leq Night Ldn CNE								
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	164						
65 dBA	52						
70 dBA	16						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



25104231

0.049

0.027

0.103

0.108

0.0184

0.0074

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: A Street

Road Segment: Columbia to State
PROJECT DATA

PROJECT	SITE DATA						
Centerline Dist to Barrier	(	)	Road Grade: 0				
Barrier (0=wall, 1= berm):	(	)	Average Dail	y Traffic:	9516		
Receiver Barrier Dist:	(	)	Peak Hour T	raffic:	951.6		
Centerline Dist. To Observer:	100	)	Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	(	)	Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	(	)		NO	ISE INPUT	S	
Pad Elevation:	0.5	5	Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	(	)		F	LEET MIX		
Observer Height (above grade):	: (	)	Type Day Evening Night Daily			Daily	
Barrier Height:	(	)	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

Autos: 0
Medium Trucks: 2.3

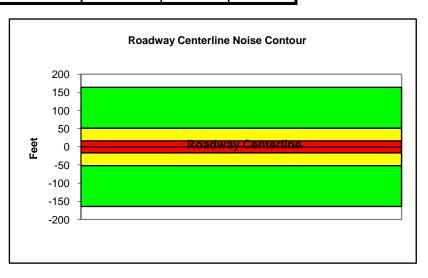
**NOISE SOURCE ELEVATIONS (Feet)** 

Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	49.8	58.6	56.8	50.7	59.4	60.0			
Medium Trucks:	59.5	51.5	45.1	43.5	52.0	52.2			
Heavy Trucks:	64.7	52.8	43.7	45.0	54.9	55.0			
Vehicle Noise:	67.2	60.5	57.4	52.7	61.2	61.7			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq Leq Day Leq Evening Leq Night Ldn CN								
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	164						
65 dBA	52						
70 dBA	16						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

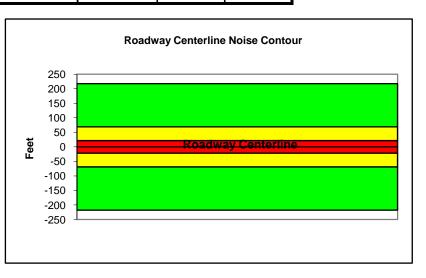


	Federal Highway Administration RD-77-108 Traffic Noise Prediction Model (CALVENO)									
Project Name:		Central Courthouse		Scenario:	Existing					
Analyst:	Monica Kling			Job #:	25104231					
Roadway:	A Street									
Road Segment:	Front to First									
	PROJECT DATA	A		5	SITE DATA					
Centerline Dist to E	Barrier	0	Road Grade:		0					
Barrier (0=wall, 1=	berm):	0	Average Dai	y Traffic:	12630					
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	1263					
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed: 35						
Barrier Near Lane	CL Dist:	0	Centerline S	eparation:	24					
Barrier Far lane CL	. Dist:	0	NOISE INPUTS							
Pad Elevation:		0.5	Site condition	ns <b>HARD S</b> I	TE					
Road Elevation:		0	-	F	LEET MIX					
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily			
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742			
Rt View: 90	Lft V	ïew: -9	Med. Truck	0.848	0.049	0.103	0.0184			
NOISE S	OURCE ELEVATI	IONS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074			
Autos:		0		· ·	· ·					
Medium Trucks:		2.3								
Heavy Trucks:		8								

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	51.0	59.8	58.0	51.9	60.6	61.2			
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4			
Heavy Trucks:	66.0	54.0	45.0	46.2	56.1	56.2			
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	62.9			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	hicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CN								
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	218				
65 dBA	69				
70 dBA	22				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Job #: 25104231 Analyst: Roadway: A Street Road Segment: Front to First PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 12758 Receiver Barrier Dist: Peak Hour Traffic: 0 1275.8 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	51.1	59.9	58.1	52.0	60.6	61.2	
Medium Trucks:	60.8	52.7	46.3	44.8	53.3	53.5	
Heavy Trucks:	66.0	54.1	45.0	46.2	56.1	56.3	
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	63.0	

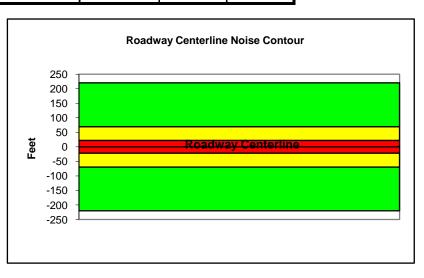
2.3

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	220				
65 dBA	70				
70 dBA	22				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

Medium Trucks:

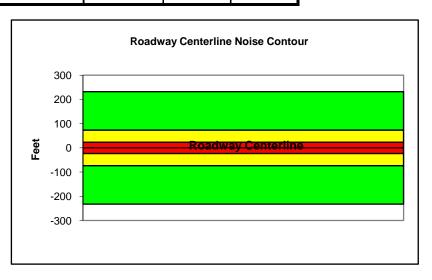


	Federal Highway Administration RD-77-108 Traffic Noise Prediction Model (CALVENO)							
Project Name:	New San Diego Co		`	Scenario:	Future			
Analyst:	Monica Kling			Job #:	25104231			
Roadway:	A Street							
Road Segment:	Front to First							
	PROJECT DATA			S	SITE DATA			
Centerline Dist to E	Barrier	0	Road Grade:		0			
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	13454			
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	1345.4			
Centerline Dist. To	Observer:	100	Vehicle Spee	ed:	35			
Barrier Near Lane	CL Dist:	0	Centerline Se	Centerline Separation: 24				
Barrier Far lane CL	. Dist:	0		NO	ISE INPUT	S		
Pad Elevation:		0.5	Site condition	ns <b>HARD SI</b>	TE			
Road Elevation:		0			LEET MIX			
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily	
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft Vie	w: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE S	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.3	60.1	58.3	52.2	60.9	61.5
Medium Trucks:	61.0	53.0	46.6	45.0	53.5	53.7
Heavy Trucks:	66.2	54.3	45.2	46.5	56.4	56.5
Vehicle Noise:	68.7	62.0	58.9	54.2	62.7	63.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	232					
65 dBA	73					
70 dBA	23					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



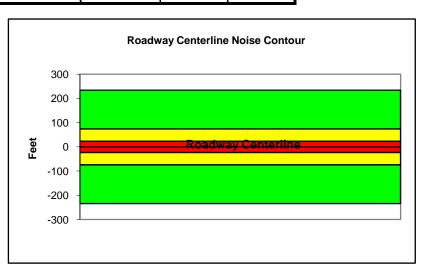
#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Analyst: Monica Kling Job #: 25104231 Roadway: A Street Road Segment: Front to First PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 13582 Receiver Barrier Dist: Peak Hour Traffic: 1358.2 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn						CNEL
Autos:	51.3	60.1	58.3	52.3	60.9	61.5
Medium Trucks:	61.1	53.0	46.6	45.0	53.5	53.8
Heavy Trucks:	66.3	54.3	45.3	46.5	56.4	56.5
Vehicle Noise:	68.7	62.1	58.9	54.2	62.8	63.2

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	234				
65 dBA	74				
70 dBA	23				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

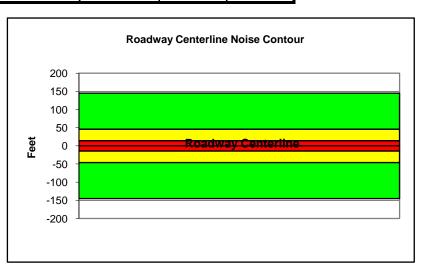


	Federal Highway Administration RD-77-108 Traffic Noise Prediction Model (CALVENO)							
Project Name:	New San Diego Ce		`		Existing			
Analyst:	Monica Kling			Job #:	25104231			
Roadway:	A Street							
Road Segment:	State to Union							
	PROJECT DATA			S	SITE DATA			
Centerline Dist to B	Barrier	0	Road Grade:		0			
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	8422			
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	842.2			
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed: 35				
Barrier Near Lane (	CL Dist:	0	Centerline Se	eparation:	24			
Barrier Far lane CL	. Dist:	0	NOISE INPUTS					
Pad Elevation:		0.5	Site conditions HARD SITE					
Road Elevation:		0			LEET MIX			
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily	
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft Vie	w: <b>-9</b> 0	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE S	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	49.3	58.1	56.3	50.2	58.8	59.4		
Medium Trucks:	59.0	50.9	44.5	43.0	51.5	51.7		
Heavy Trucks:	64.2	52.3	43.2	44.4	54.3	54.5		
Vehicle Noise:	66.6	60.0	56.8	52.1	60.7	61.2		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	145						
65 dBA	46						
70 dBA	15						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Job #: 25104231 Analyst: Roadway: A Street Road Segment: State to Union PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 8644 Receiver Barrier Dist: Peak Hour Traffic: 864.4 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	49.4	58.2	56.4	50.3	58.9	59.5		
Medium Trucks:	59.1	51.0	44.7	43.1	51.6	51.8		
Heavy Trucks:	64.3	52.4	43.3	44.5	54.5	54.6		
Vehicle Noise:	66.8	60.1	56.9	52.2	60.8	61.3		

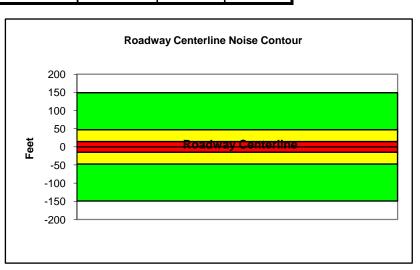
2.3

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	149					
65 dBA	47					
70 dBA	15					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

Medium Trucks:

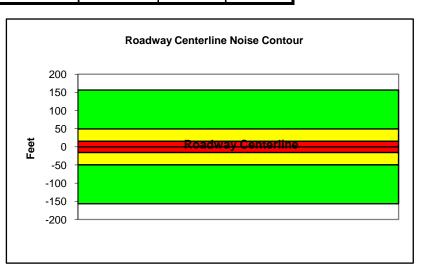


		deral Highway Adı affic Noise Predict						
Project Name:	New San Diego Ce		`	Scenario:	Future			
Analyst:	Monica Kling			Job #:	25104231			
Roadway:	A Street							
Road Segment:	State to Union							
	PROJECT DATA			S	SITE DATA			
Centerline Dist to B	Barrier	0	Road Grade:		0			
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	9076			
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	907.6			
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed: 35				
Barrier Near Lane	CL Dist:	0	Centerline Se	eparation:	24			
Barrier Far lane CL	. Dist:	0	NOISE INPUTS					
Pad Elevation:		0.5	Site condition	ns <b>HARD SI</b>	TE			
Road Elevation:		0			LEET MIX			
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily	
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft Viev	w: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE S	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	49.6	58.4	56.6	50.5	59.2	59.8		
Medium Trucks:	59.3	51.2	44.9	43.3	51.8	52.0		
Heavy Trucks:	64.5	52.6	43.5	44.8	54.7	54.8		
Vehicle Noise:	67.0	60.3	57.1	52.5	61.0	61.5		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	157					
65 dBA	50					
70 dBA	16					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Monica Kling Job #: 25104231 Analyst: Roadway: A Street Road Segment: State to Union PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 9298 Receiver Barrier Dist: Peak Hour Traffic: 929.8 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	49.7	58.5	56.7	50.6	59.3	59.9		
Medium Trucks:	59.4	51.4	45.0	43.4	51.9	52.1		
Heavy Trucks:	64.6	52.7	43.6	44.9	54.8	54.9		
Vehicle Noise:	67.1	60.4	57.3	52.6	61.1	61.6		

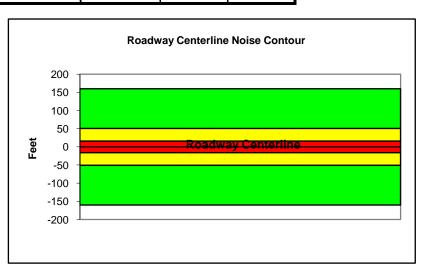
2.3

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	160					
65 dBA	51					
70 dBA	16					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

Medium Trucks:



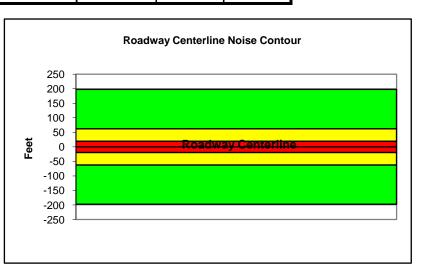
		Federal Highw Traffic Noise						
Project Name:	New San Dieg	o Central Courth	nouse	·	Scenario:	Existing		
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	A Street							
Road Segment:	Union to Fron	t						
	PROJECT DA	ATA			5	SITE DATA		
Centerline Dist to	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	= berm):	0		Average Dail	y Traffic:	11462		
Receiver Barrier D	Dist:	0		Peak Hour Ti	raffic:	1146.2		
Centerline Dist. To	o Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane C	L Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	is <b>HARD SI</b>	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 9	<b>0</b> Lf	t View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	SOURCE ELEV	ATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	50.6	59.4	57.6	51.5	60.2	60.8		
Medium Trucks:	60.3	52.3	45.9	44.3	52.8	53.0		
Heavy Trucks:	65.5	53.6	44.6	45.8	55.7	55.8		
Vehicle Noise:	68.0	61.3	58.2	53.5	62.0	62.5		

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	198					
65 dBA	62					
70 dBA	20					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Job #: 25104231 Analyst: Roadway: A Street Road Segment: Union to Front PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 11658 Receiver Barrier Dist: Peak Hour Traffic: 1165.8 0 Centerline Dist. To Observer: Vehicle Speed: 100 35

Centerline Separation:

24

Daily

0.096

0.103

0.108

0.9742

0.0184

0.0074

**NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Type Barrier Height: 0 0.775 0.129 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027

0

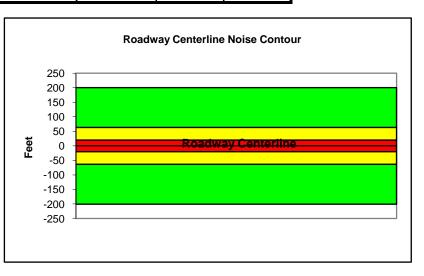
Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

Barrier Near Lane CL Dist:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	50.7	59.5	57.7	51.6	60.2	60.8		
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1		
Heavy Trucks:	65.6	53.7	44.6	45.8	55.8	55.9		
Vehicle Noise:	68.1	61.4	58.2	53.5	62.1	62.6		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	201					
65 dBA	63					
70 dBA	20					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



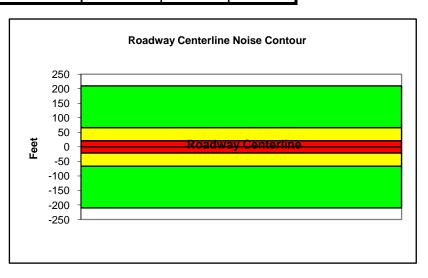
		Federal Highwa						
		Traffic Noise Pr		ion Model (C	ALVENO)			
Project Name:	New San Dieg	o Central Courtho	use		Scenario:	Future		
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	A Street							
Road Segment:	Union to Front							
	PROJECT DA	TA			5	SITE DATA		
Centerline Dist to	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	= berm):	0		Average Dail	y Traffic:	12157		
Receiver Barrier [	Dist:	0		Peak Hour Ti	raffic:	1215.7		
Centerline Dist. T	o Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane C	L Dist:	0			NC	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	is <b>HARD S</b> I	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 9	<b>0</b> Lft	View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	SOURCE ELEVA	TIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	50.9	59.6	57.9	51.8	60.4	61.0		
Medium Trucks:	60.6	52.5	46.1	44.6	53.0	53.3		
Heavy Trucks:	65.8	53.9	44.8	46.0	55.9	56.1		
Vehicle Noise:	68.2	61.6	58.4	53.7	62.3	62.8		

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

	CENTERLINE NOISE CONTOUR							
Unmitigated								
60 dBA	210							
65 dBA	66							
70 dBA	21							
Mitigated								
60 dBA								
65 dBA								
70 dBA								



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Analyst: Monica Kling Job #:

Roadway: A Street Road Segment: Union to Front PROJECT DATA

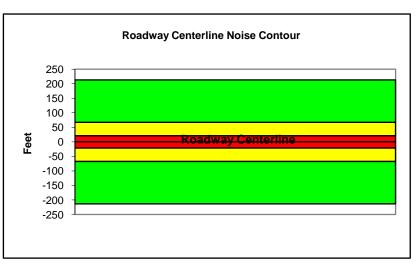
	PROJECT	DATA				SILEDAIA		
Centerline D	Dist to Barrier	0		Road Grade:		0		
Barrier (0=w	/all, 1= berm):	0		Average Dail	y Traffic:	12354		
Receiver Ba	rrier Dist:	0		Peak Hour Ti	raffic:	1235.4		
Centerline D	Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near	r Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far I	ane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation	on:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevat	tion:	0			F	LEET MIX		
Observer He	eight (above grade)	): <b>0</b>		Туре	Day	Evening	Night	Daily
Barrier Heig	ht:	0		Auto	0.775	0.129	0.096	0.9742
Rt View:	90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NC	DISE SOURCE ELI	EVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
A Litopi		0						

Autos: 0 Medium Trucks: 2.3 Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	50.9	59.7	57.9	51.8	60.5	61.1			
Medium Trucks:	60.7	52.6	46.2	44.6	53.1	53.4			
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1			
Vehicle Noise:	68.3	61.7	58.5	53.8	62.4	62.8			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	213						
65 dBA	67						
70 dBA	21						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



25104231

# ASH STREET TRAFFIC NOISE MODELING

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Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Columbia Street to State St

P	ROJECT DATA		SITE DATA				
Centerline Dist to Bar	rier <b>0</b>		Road Grade: 0				
Barrier (0=wall, 1= be	rm): <b>0</b>		Average Dail	ly Traffic:	11746		
Receiver Barrier Dist:	0		Peak Hour T	raffic:	1174.6		
Centerline Dist. To Ol	oserver: 100		Vehicle Spee	ed:	35		
Barrier Near Lane CL	Dist: 0		Centerline Separation:		24		
Barrier Far lane CL D	ist: 0			NC	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD S</b> I	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (abo	ve grade): 0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

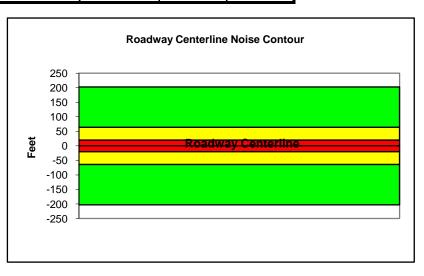
Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	50.7	59.5	57.7	51.6	60.3	60.9			
Medium Trucks:	60.4	52.4	46.0	44.4	52.9	53.1			
Heavy Trucks:	65.7	53.7	44.7	45.9	55.8	55.9			
Vehicle Noise:	68.1	61.5	58.3	53.6	62.1	62.6			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	203						
65 dBA	64						
70 dBA	20						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Columbia Street to State St

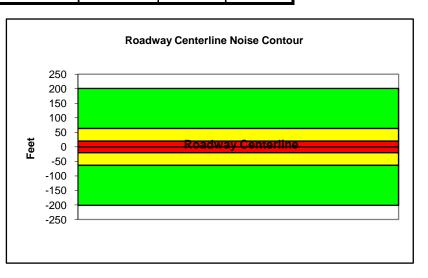
PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 11660 Receiver Barrier Dist: Peak Hour Traffic: 1166 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	50.7	59.5	57.7	51.6	60.2	60.8			
Medium Trucks:	60.4	52.3	46.0	44.4	52.9	53.1			
Heavy Trucks:	65.6	53.7	44.6	45.8	55.8	55.9			
Vehicle Noise:	68.1	61.4	58.2	53.5	62.1	62.6			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	201						
65 dBA	64						
70 dBA	20						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Columbia Street to State St

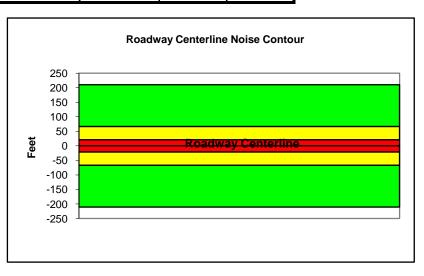
PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 12218 Receiver Barrier Dist: Peak Hour Traffic: 1221.8 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	50.9	59.7	57.9	51.8	60.4	61.1			
Medium Trucks:	60.6	52.5	46.2	44.6	53.1	53.3			
Heavy Trucks:	65.8	53.9	44.8	46.1	56.0	56.1			
Vehicle Noise:	68.3	61.6	58.4	53.8	62.3	62.8			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	211				
65 dBA	67				
70 dBA	21				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Columbia Street to State St

,								
	PROJECT	DATA		SITE DATA				
Centerline Dist t	o Barrier	0		Road Grade: 0				
Barrier (0=wall,	1= berm):	0		Average Dail	y Traffic:	12304		
Receiver Barrie	r Dist:	0		Peak Hour T	raffic:	1230.4		
Centerline Dist.	To Observer:	100		Vehicle Speed: 35				
Barrier Near La	ne CL Dist:	0		Centerline Separation: 24				
Barrier Far lane	CL Dist:	0			NC	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	ns <b>HARD S</b> I	TE		
Road Elevation:		0			F	LEET MIX		
Observer Heigh	t (above grade)	: <b>0</b>		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View:	90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

Autos: 0
Medium Trucks: 2.3

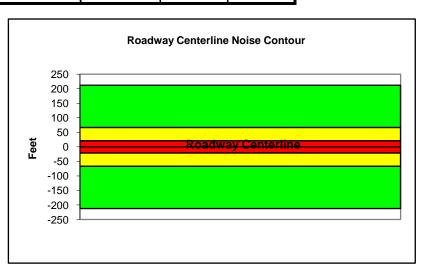
**NOISE SOURCE ELEVATIONS (Feet)** 

Heavy Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	50.9	59.7	57.9	51.8	60.5	61.1	
Medium Trucks:	60.6	52.6	46.2	44.6	53.1	53.3	
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1	
Vehicle Noise:	68.3	61.7	58.5	53.8	62.3	62.8	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	212				
65 dBA	67				
70 dBA	21				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

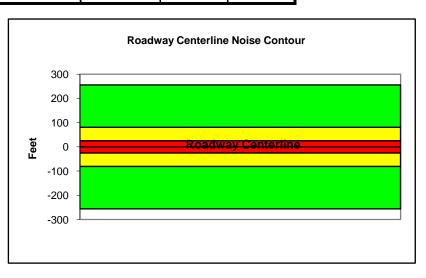


		Federal Highway Ad Traffic Noise Predic					
Project Name:		Central Courthouse	•	Scenario:	Existing		
Analyst:	Monica Kling			Job #:	25104231		
Roadway:	Ash Street						
Road Segment:	Front to First						
	PROJECT DAT	Α		5	SITE DATA		
Centerline Dist to E	Barrier	0	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	14847		
Receiver Barrier Di	ist:	0	Peak Hour T	raffic:	1484.7		
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed:			
Barrier Near Lane	CL Dist:	0	Centerline Se	eparation:	24		
Barrier Far lane CL	. Dist:	0		NC	ISE INPUT	S	
Pad Elevation:		0.5	Site condition	ns <b>HARD S</b> I	TE		
Road Elevation:		0		F	LEET MIX		
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft ∨	'iew: <b>-9</b>	0 Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVAT	IONS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0					
Medium Trucks:		2.3					
Heavy Trucks:		8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	51.7	60.5	58.7	52.6	61.3	61.9	
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.1	
Heavy Trucks:	66.7	54.7	45.7	46.9	56.8	56.9	
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.6	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	256				
65 dBA	81				
70 dBA	26				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Front Street to First Street

0					
PROJECT DA	ATA	\$	SITE DATA		
Centerline Dist to Barrier	0	Road Grade:	0		
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	14975		
Receiver Barrier Dist:	0	Peak Hour Traffic:	1497.5		
Centerline Dist. To Observer:	100	Vehicle Speed:	35		
Barrier Near Lane CL Dist:	0	Centerline Separation:	24		
Barrier Far lane CL Dist:	0	NC	NOISE INPUTS		
Pad Elevation:	0.5	Site conditions HARD SI	Site conditions HARD SITE		
B 151 "	_		LEET MANY		

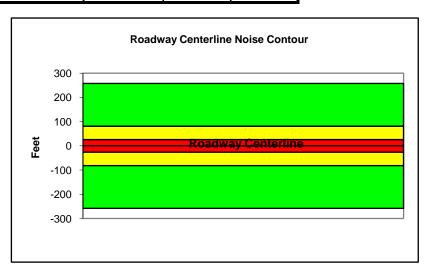
Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0.9742 0 0.775 0.129 0.096 Auto Rt View: 0.848 0.049 90 Lft View: -90 Med. Truck 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	51.8	60.6	58.8	52.7	61.3	61.9	
Medium Trucks:	61.5	53.4	47.0	45.5	54.0	54.2	
Heavy Trucks:	66.7	54.8	45.7	46.9	56.8	57.0	
Vehicle Noise:	69.1	62.5	59.3	54.6	63.2	63.7	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	258					
65 dBA	82					
70 dBA	26					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

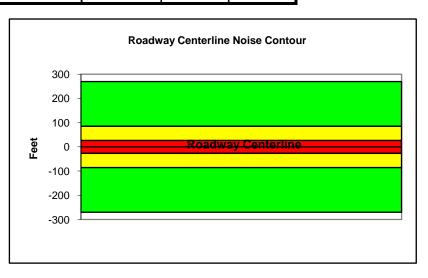


		Federal Highw Traffic Noise I						
Project Name:	New San Di	ego Central Courth		·	Scenario:	Future		
Analyst:	Monica Kling	g			Job #:	25104231		
Roadway:	Ash Street							
Road Segment:	Front to Firs	t						
	PROJECT I	DATA			9	SITE DATA		
Centerline Dist to E	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	berm):	0		Average Dail	y Traffic:	15651		
Receiver Barrier D	ist:	0		Peak Hour Ti	raffic:	1565.1		
Centerline Dist. To	Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane Cl	_ Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:		0		FLEET MIX				
Observer Height (a	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	)	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELE	VATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	•	0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.7	59.0	52.9	61.5	62.1
Medium Trucks:	61.7	53.6	47.2	45.7	54.1	54.4
Heavy Trucks:	66.9	55.0	45.9	47.1	57.0	57.2
Vehicle Noise:	69.3	62.7	59.5	54.8	63.4	63.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	270					
65 dBA	85					
70 dBA	27					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



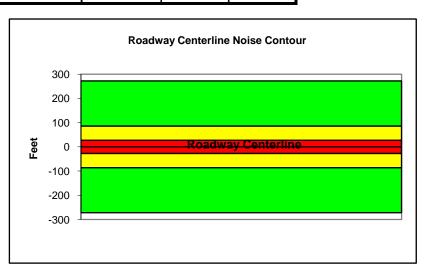
#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Analyst: Monica Kling Job #: 25104231 Roadway: Ash Street Front to First Road Segment: PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 15779 Receiver Barrier Dist: Peak Hour Traffic: 0 1577.9 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0.9742 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.0	60.8	59.0	52.9	61.6	62.2
Medium Trucks:	61.7	53.6	47.3	45.7	54.2	54.4
Heavy Trucks:	66.9	55.0	45.9	47.2	57.1	57.2
Vehicle Noise:	69.4	62.7	59.6	54.9	63.4	63.9

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	272					
65 dBA	86					
70 dBA	27					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: State Street to Union Street

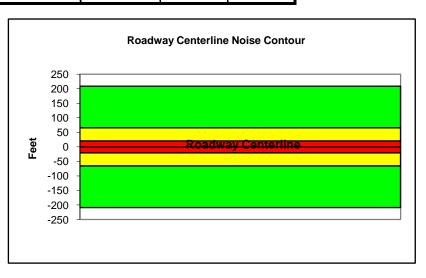
PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 12100 Receiver Barrier Dist: Peak Hour Traffic: 0 1210 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	50.8	59.6	57.8	51.8	60.4	61.0				
Medium Trucks:	60.6	52.5	46.1	44.5	53.0	53.3				
Heavy Trucks:	65.8	53.8	44.8	46.0	55.9	56.0				
Vehicle Noise:	68.2	61.6	58.4	53.7	62.3	62.7				

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)											
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:											
Medium Trucks:											
Heavy Trucks:											
Vehicle Noise:											

CENTERLINE NOISE CONTOUR								
Unmitigated								
60 dBA	209							
65 dBA	66							
70 dBA	21							
Mitigated								
60 dBA								
65 dBA								
70 dBA								



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: State Street to Union Street

9											
ı	PROJECT DATA					SITE DATA					
Centerline Dist to Ba	rrier	0		Road Grade: 0							
Barrier (0=wall, 1= be	erm):	0		Average Dai	ly Traffic:	12186					
Receiver Barrier Dist	:	0		Peak Hour T	raffic:	1218.6					
Centerline Dist. To O	bserver:	100		Vehicle Speed: 35							
Barrier Near Lane Cl	_ Dist:	0		Centerline Separation: 24							
Barrier Far lane CL D	Dist:	0			NC	ISE INPUT	S				
Pad Elevation:		0.5		Site condition	ns <b>HARD S</b> I	TE					
Road Elevation:		0		FLEET MIX							
Observer Height (abo	ove grade):	0		Туре	Day	Evening	Night	Daily			
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742			
Rt View: 90		l ft View	-90	Med Truck	0.848	0.049	0.103	0.0184			

Heavy Truck

44.6

46.0

53.7

0.865

53.1

55.9

62.3

0.027

53.3

56.1

62.8

0.108

0.0074

Autos: 0
Medium Trucks: 2.3

Medium Trucks:

Heavy Trucks:

**Vehicle Noise:** 

**NOISE SOURCE ELEVATIONS (Feet)** 

60.6

65.8

68.2

Heavy Trucks: 8 UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation) Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CNEL Autos: 50.9 59.7 57.9 51.8 60.4 61.0

46.1

44.8

58.4

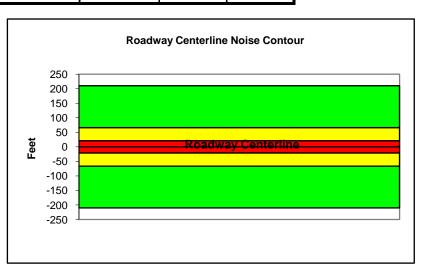
52.5

53.9

61.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)											
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:											
Medium Trucks:											
Heavy Trucks:											
Vehicle Noise:											

CENTERLINE NOISE CONTOUR								
Unmitigated								
60 dBA	210							
65 dBA	66							
70 dBA	21							
Mitigated								
60 dBA								
65 dBA								
70 dBA								



Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Medium Trucks:

Heavy Trucks:

Vehicle Noise:

Road Segment: State Street to Union Street

PROJECT	DATA			S	SITE DATA		
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	12631		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	1263.1		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade	): <b>0</b>		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE EL	EVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)											
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:	51.0	59.8	58.0	51.9	60.6	61.2					
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4					
Hoavy Trucks:	66 N	54.0	45 O	46.2	56.1	56.2					

58.6

53.9

2.3

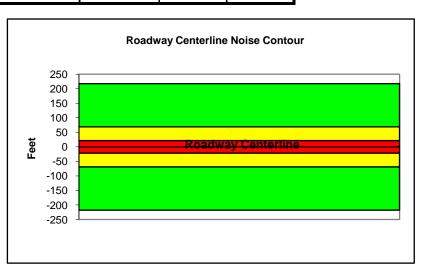
61.8

68.4

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)											
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL					
Autos:											
Medium Trucks:											
Heavy Trucks:											
Vehicle Noise:											

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	218						
65 dBA	69						
70 dBA	22						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



62.5

62.9

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: State Street to Union Street

PROJECT	SITE DATA						
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	12716		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	1271.6		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Separation:		24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade):			Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

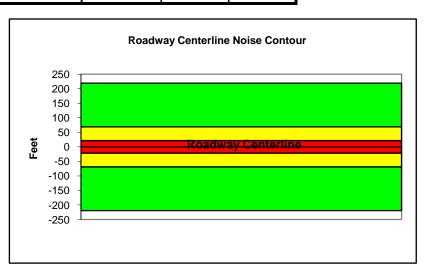
Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:	51.1	59.8	58.1	52.0	60.6	61.2				
Medium Trucks:	60.8	52.7	46.3	44.8	53.2	53.5				
Heavy Trucks:	66.0	54.1	45.0	46.2	56.1	56.3				
Vehicle Noise:	68.4	61.8	58.6	53.9	62.5	62.9				

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	219					
65 dBA	69					
70 dBA	22					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

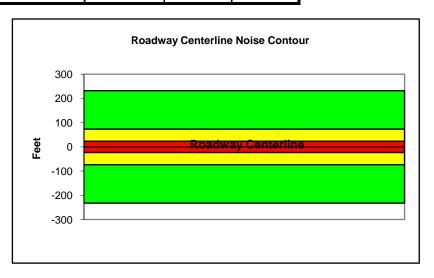


		Federal Highw	rav Adn	ninistration F	D_77_100			
		Traffic Noise						
Project Name:	New San Di	ego Central Courth			Scenario:	Existing		
Analyst:	Monica Kling	3			Job #:	25104231		
Roadway:	Ash Street							
Road Segment:	Union to Fro	nt						
	PROJECT I	DATA			5	SITE DATA		
Centerline Dist to	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	= berm):	0		Average Dail	y Traffic:	13474		
Receiver Barrier D	Dist:	0		Peak Hour Ti	raffic:	1347.4		
Centerline Dist. To	o Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane C	L Dist:	0			NC	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	ns <b>HARD S</b> I	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 9	0	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)				Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	51.3	60.1	58.3	52.2	60.9	61.5		
Medium Trucks:	61.0	53.0	46.6	45.0	53.5	53.7		
Heavy Trucks:	66.2	54.3	45.3	46.5	56.4	56.5		
Vehicle Noise:	68.7	62.0	58.9	54.2	62.7	63.2		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	232						
65 dBA	73						
70 dBA	23						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Union Steet to Front Street

PROJECT	DATA		SITE DATA				
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	13670		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	1367		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade)	. 0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

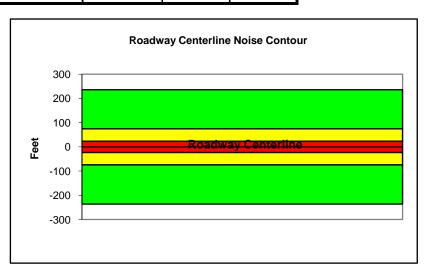
Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	51.4	60.2	58.4	52.3	60.9	61.5			
Medium Trucks:	61.1	53.0	46.6	45.1	53.6	53.8			
Heavy Trucks:	66.3	54.4	45.3	46.5	56.4	56.6			
Vehicle Noise:	68.7	62.1	58.9	54.2	62.8	63.3			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	236					
65 dBA	75					
70 dBA	24					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



Project Name: New San Diego Central Courthouse Scenario: Future
Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Road Segment: Union Street to front Street

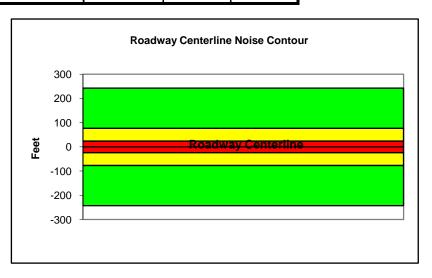
PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 14070 Receiver Barrier Dist: Peak Hour Traffic: 1407 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	51.5	60.3	58.5	52.4	61.1	61.7		
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9		
Heavy Trucks:	66.4	54.5	45.4	46.7	56.6	56.7		
Vehicle Noise:	68.9	62.2	59.1	54.4	62.9	63.4		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	242						
65 dBA	77						
70 dBA	24						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Ash Street

Rt View:

Road Segment: Union Street to front Street

PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 14267 Receiver Barrier Dist: Peak Hour Traffic: 1426.7 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0.9742 0 0.775 0.129 0.096 Auto

-90

Med. Truck

Heavy Truck

0.848

0.865

0.049

0.027

0.103

0.108

0.0184

0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

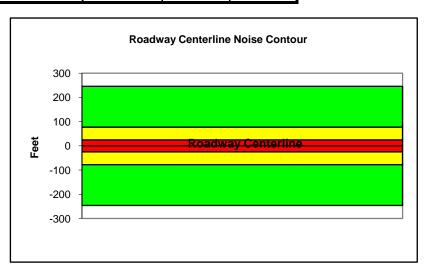
90

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	51.6	60.3	58.6	52.5	61.1	61.7	
Medium Trucks:	61.3	53.2	46.8	45.3	53.7	54.0	
Heavy Trucks:	66.5	54.6	45.5	46.7	56.6	56.8	
Vehicle Noise:	68.9	62.3	59.1	54.4	63.0	63.4	

Lft View:

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	246						
65 dBA	78						
70 dBA	25						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



# **B STREET**TRAFFIC NOISE MODELING

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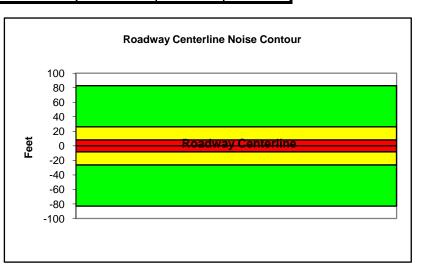
## Federal Highway Administration RD-77-108 Traffic Noise Prediction Model (CALVENO) Project Name: New San Diego Central Courthouse Scenario: Existing Analyst: Monica Kling Job #: 25104231 Roadway: B Street

Road Segment:	Columbia to	State						
	PROJECT	DATA			S	ITE DATA		
Centerline Dist t	o Barrier	0		Road Grade:		0		
Barrier (0=wall,	1= berm):	0		Average Daily	y Traffic:	4812		
Receiver Barrier	Dist:	0		Peak Hour Tr	affic:	481.2		
Centerline Dist.	To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lar	ne CL Dist:	0		Centerline Se	paration:	24		
Barrier Far lane	CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	s <b>HARD SI</b>	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height	t (above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View:	90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE	SOURCE ELE	VATIONS (Feet	:)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	46.8	55.6	53.8	47.7	56.4	57.0		
Medium Trucks:	56.6	48.5	42.1	40.5	49.0	49.3		
Heavy Trucks:	61.8	49.8	40.8	42.0	51.9	52.0		
Vehicle Noise:	64.2	57.6	54.4	49.7	58.3	58.7		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	83					
65 dBA	26					
70 dBA	8					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: B Street

Rt View:

Road Segment: Columbia to State
PROJECT DATA

<u> </u>									
PROJECT DA	PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0	Road	Grade:		0				
Barrier (0=wall, 1= berm):	0	Avera	age Daily	Traffic:	4898				
Receiver Barrier Dist:	0	Peak	Hour Tr	affic:	489.8				
Centerline Dist. To Observer:	100	Vehic	Vehicle Speed:						
Barrier Near Lane CL Dist:	0	Cente	erline Se	paration:	24				
Barrier Far lane CL Dist:	0			NC	ISE INPUT	S			
Pad Elevation:	0.5	Site o	condition	s <b>HARD S</b> I	TE				
Road Elevation:	0		FLEET MIX						
Observer Height (above grade):	0	Type		Day	Evening	Night	Daily		
Barrier Height:	0	Auto		0.775	0.129	0.096	0.9742		

-90

Med. Truck

Heavy Truck

0.848

0.865

0.049

0.027

0.103

0.108

0.0184

0.0074

NOISE SOURCE ELEVATIONS (Feet)
Autos:
0

Lft View:

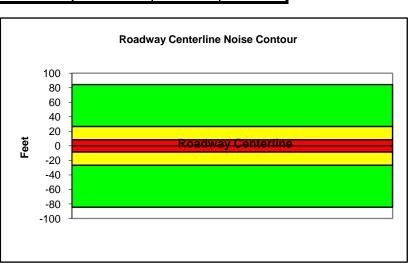
Medium Trucks: 2.3
Heavy Trucks: 8

90

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	46.9	55.7	53.9	47.8	56.5	57.1	
Medium Trucks:	56.6	48.6	42.2	40.6	49.1	49.3	
Heavy Trucks:	61.9	49.9	40.9	42.1	52.0	52.1	
Vehicle Noise:	64.3	57.7	54.5	49.8	58.3	58.8	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	84					
65 dBA	27					
70 dBA	8					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Monica Kling Job #: Analyst: 25104231 Roadway: **B** Street Road Segment: Columbia to State PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 5230 Receiver Barrier Dist: Peak Hour Traffic: 523 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto

-90

Med. Truck

0.848

0.865

0.049

0.027

0.103

0.108

0.0184

0.0074

NOISE SOURCE ELEVATIONS (Feet)

Heavy Truck

Autos:

Medium Trucks:

Heavy Trucks:

8

Lft View:

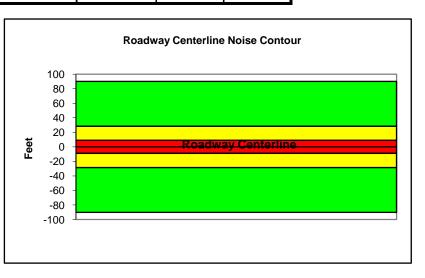
Rt View:

90

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	47.2	56.0	54.2	48.1	56.8	57.4		
Medium Trucks:	56.9	48.9	42.5	40.9	49.4	49.6		
Heavy Trucks:	62.1	50.2	41.1	42.4	52.3	52.4		
Vehicle Noise:	64.6	57.9	54.8	50.1	58.6	59.1		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	90						
65 dBA	28						
70 dBA	9						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: B Street

Road Segment: Columbia to State

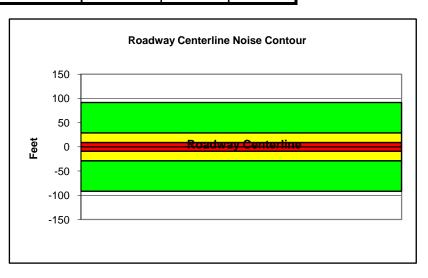
PROJECT	SHEDATA						
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Daily	y Traffic:	5315		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	531.5		
Centerline Dist. To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NC	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	is <b>HARD S</b> I	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade):	. 0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELE	NOISE SOURCE ELEVATIONS (Feet)					0.108	0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	47.3	56.1	54.3	48.2	56.8	57.4		
Medium Trucks:	57.0	48.9	42.5	41.0	49.5	49.7		
Heavy Trucks:	62.2	50.3	41.2	42.4	52.3	52.5		
Vehicle Noise:	64.6	58.0	54.8	50.1	58.7	59.2		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	92						
65 dBA	29						
70 dBA	9						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

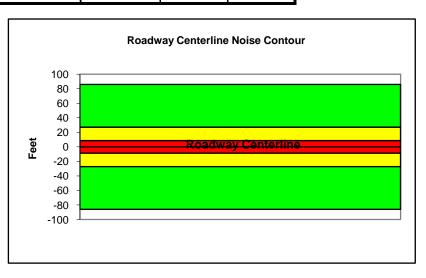


		leral Highway Adr ffic Noise Predict					
Project Name:	New San Diego Ce		,		Existing		
Analyst:	Monica Kling			Job #:	25104231		
Roadway:	B Street						
Road Segment:	State to Union						
	PROJECT DATA			S	SITE DATA		
Centerline Dist to B	Barrier	0	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	4994		
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	499.4		
Centerline Dist. To	Observer:	100	Vehicle Speed: 35				
Barrier Near Lane	CL Dist:	0	Centerline Se	eparation:	24		
Barrier Far lane CL	. Dist:	0		NO	ISE INPUT	S	
Pad Elevation:		0.5	Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:		0			LEET MIX		
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View	v: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVATION	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0					
Medium Trucks:		2.3					
Heavy Trucks:		8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	47.0	55.8	54.0	47.9	56.6	57.2		
Medium Trucks:	56.7	48.7	42.3	40.7	49.2	49.4		
Heavy Trucks:	61.9	50.0	40.9	42.2	52.1	52.2		
Vehicle Noise:	64.4	57.7	54.6	49.9	58.4	58.9		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	86						
65 dBA	27						
70 dBA	9						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



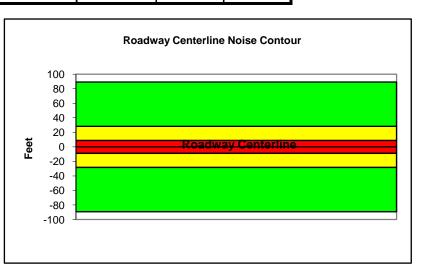
### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Job #: 25104231 Analyst: Roadway: **B** Street Road Segment: State to Union PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 5182 Receiver Barrier Dist: Peak Hour Traffic: 518.2 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	47.2	55.9	54.2	48.1	56.7	57.3		
Medium Trucks:	56.9	48.8	42.4	40.9	49.3	49.6		
Heavy Trucks:	62.1	50.2	41.1	42.3	52.2	52.4		
Vehicle Noise:	64.5	57.9	54.7	50.0	58.6	59.0		

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	89				
65 dBA	28				
70 dBA	9				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



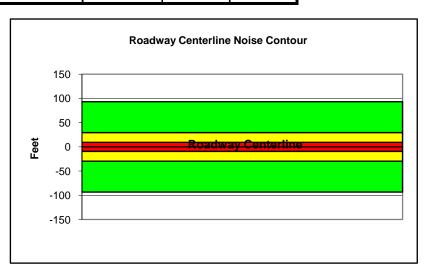
		Federal Highwa						
D ' (N	N 0 D:	Traffic Noise P		on Model (C		E .		
Project Name:		go Central Courtho	ouse		Scenario:			
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	B Street							
Road Segment:	State to Unior	1						
	PROJECT DA	ATA			5	SITE DATA		
Centerline Dist to	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	: berm):	0		Average Dail	y Traffic:	5414		
Receiver Barrier D	Dist:	0		Peak Hour Ti	raffic:	541.4		
Centerline Dist. To	Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane C	L Dist:	0		NOISE INPUTS				
Pad Elevation:		0.5		Site conditions HARD SITE				
Road Elevation:		0		FLEET MIX				
Observer Height (	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 9	<b>0</b> Lf	t View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	SOURCE ELEV	ATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0				-	;	
Medium Trucks:		2.3						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.4	56.1	54.3	48.3	56.9	57.5
Medium Trucks:	57.1	49.0	42.6	41.0	49.5	49.8
Heavy Trucks:	62.3	50.4	41.3	42.5	52.4	52.5
Vehicle Noise:	64.7	58.1	54.9	50.2	58.8	59.2

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	93				
65 dBA	29				
70 dBA	9				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Monica Kling Job #: 25104231 Analyst: Roadway: **B** Street Road Segment: State to Union PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 5602 Receiver Barrier Dist: Peak Hour Traffic: 560.2 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.5	56.3	54.5	48.4	57.1	57.7
Medium Trucks:	57.2	49.2	42.8	41.2	49.7	49.9
Heavy Trucks:	62.4	50.5	41.4	42.7	52.6	52.7
Vehicle Noise:	64.9	58.2	55 1	50 4	58.9	59 4

2.3

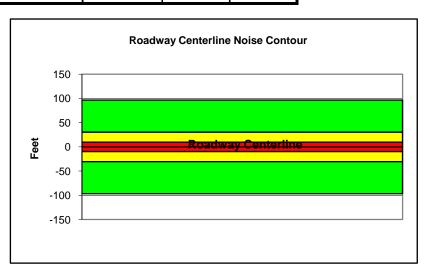
8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	97				
65 dBA	31				
70 dBA	10				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

Autos:

Medium Trucks:



### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Analyst: Monica Kling Job #: 25104231 Roadway: B Street Road Segment: Union to Front PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 3664 Receiver Barrier Dist: Peak Hour Traffic: 366.4 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto

-90

Med. Truck

Heavy Truck

0.848

0.865

0.049

0.027

0.103

0.108

0.0184

0.0074

Medium Trucks:

Heavy Trucks:

8

Lft View:

**NOISE SOURCE ELEVATIONS (Feet)** 

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.7	54.4	52.6	46.6	55.2	55.8
Medium Trucks:	55.4	47.3	40.9	39.4	47.8	48.1
Heavy Trucks:	60.6	48.7	39.6	40.8	50.7	50.9
Vehicle Noise:	63.0	56.4	53.2	48.5	57.1	57.5

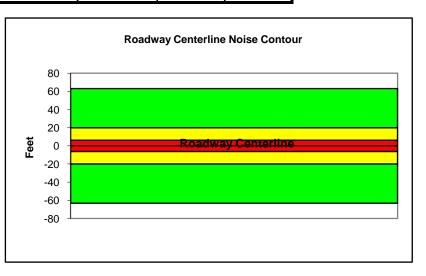
MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	63				
65 dBA	20				
70 dBA	6				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

Rt View:

Autos:

90

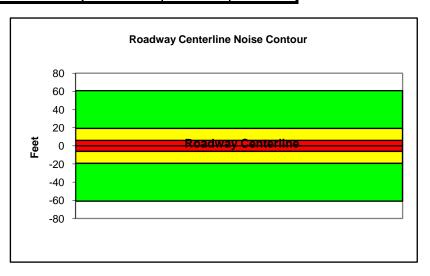


	Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)								
Project Name:	, ,								
Analyst:	Monica Kling			Job #:	25104231				
Roadway:	B Street								
Road Segment:	Union to Front								
	PROJECT DATA			S	SITE DATA				
Centerline Dist to B	Barrier	0	Road Grade:		0				
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	3536				
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	353.6				
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed: 35					
Barrier Near Lane (	CL Dist:	0	Centerline Se	eparation:	24				
Barrier Far lane CL	Dist:	0		NO	ISE INPUT	S			
Pad Elevation:		0.5	Site condition	ns <b>HARD S</b> I	TE				
Road Elevation:		0		F	LEET MIX				
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily		
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742		
Rt View: 90	Lft Vie	w: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184		
NOISE SO	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074		
Autos:		0							
Medium Trucks:		2.3							
Heavy Trucks:		8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	45.5	54.3	52.5	46.4	55.1	55.7			
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9			
Heavy Trucks:	60.4	48.5	39.4	40.7	50.6	50.7			
Vehicle Noise:	62.9	56.2	53.1	48.4	56.9	57.4			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	61						
65 dBA	19						
70 dBA	6						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



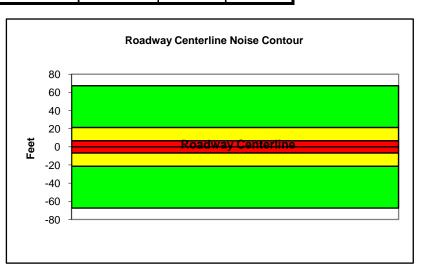
	Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)									
Davis of Nove	Nie Gerbie			on Model (C		F 1				
Project Name:	_	go Central Courtho	ouse		Scenario:					
Analyst:	Monica Kling				Job #:	25104231				
Roadway:	B Street									
Road Segment:	Union to Front	t								
	PROJECT DA	ATA			S	SITE DATA				
Centerline Dist to	Barrier	0		Road Grade:		0				
Barrier (0=wall, 1=	= berm):	0		Average Dail	y Traffic:	3908				
Receiver Barrier D	Dist:	0		Peak Hour Ti	raffic:	390.8				
Centerline Dist. To	Observer:	100		Vehicle Speed:		35				
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24				
Barrier Far lane C	L Dist:	0			NO	ISE INPUT	S			
Pad Elevation:		0.5		Site condition	is <b>HARD S</b> I	TE				
Road Elevation:		0			F	LEET MIX				
Observer Height (	above grade):	0		Туре	Day	Evening	Night	Daily		
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742		
Rt View: 9	<b>0</b> Lf	t View:	-90	Med. Truck	0.848	0.049	0.103	0.0184		
NOISE S	SOURCE ELEVA	ATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074		
Autos:		0				-	;			
Medium Trucks:		2.3								

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	45.9	54.7	52.9	46.8	55.5	56.1		
Medium Trucks:	55.7	47.6	41.2	39.6	48.1	48.4		
Heavy Trucks:	60.9	48.9	39.9	41.1	51.0	51.1		
Vehicle Noise:	63.3	56.7	53.5	48.8	57.4	57.8		

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	67						
65 dBA	21						
70 dBA	7						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Analyst: Monica Kling Job #: 25104231 Roadway: **B** Street Road Segment: Union to Front PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 4036 Receiver Barrier Dist: Peak Hour Traffic: 403.6 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	46.1	54.9	53.1	47.0	55.6	56.2			
Medium Trucks:	55.8	47.7	41.3	39.8	48.3	48.5			
Heavy Trucks:	61.0	49.1	40.0	41.2	51.1	0			
Vehicle Noise:	63.5	56.8	53.6	48.9	57.5	58.0			

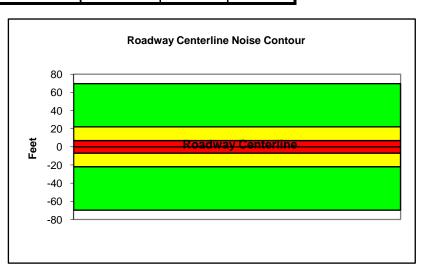
2.3

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
70							
22							
7							

Medium Trucks:



# BROADWAY TRAFFIC NOISE MODELING

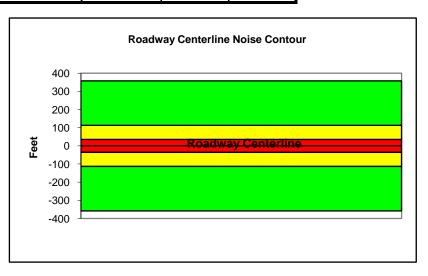
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	Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)									
Project Name:	New San Dieg	go Central Courtl	nouse	-	Scenario:	Existing				
Analyst:	Monica Kling				Job #:	25104231				
Roadway:	Broadway									
Road Segment:	Front to First									
	PROJECT DA	ATA			S	SITE DATA				
Centerline Dist to I	Barrier	0		Road Grade:		0				
Barrier (0=wall, 1=	berm):	0		Average Dail	y Traffic:	20754				
Receiver Barrier D	ist:	0		Peak Hour Ti	raffic:	2075.4				
Centerline Dist. To	Observer:	100		Vehicle Speed: 35						
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24				
Barrier Far lane Cl	_ Dist:	0			NO	ISE INPUT	S			
Pad Elevation:		0.5		Site condition	ns <b>HARD S</b> I	TE				
Road Elevation:		0			F	LEET MIX				
Observer Height (a	above grade):	0		Туре	Day	Evening	Night	Daily		
Barrier Height:		0		Auto	0.775			0.9742		
Rt View: 90	<b>)</b> Lf	t View:	-90	Med. Truck	0.848	0.049	0.103	0.0184		
NOISE S	OURCE ELEV	ATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074		
Autos:		0				•				
Medium Trucks:		2.3								
Heavy Trucks:		8								

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	53.2	62.0	60.2	54.1	62.7	63.4	
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6	
Heavy Trucks:	68.1	56.2	47.1	48.4	58.3	58.4	
Vehicle Noise:	70.6	63.9	60.7	56.1	64.6	65.1	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	358						
65 dBA	113						
70 dBA	36						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



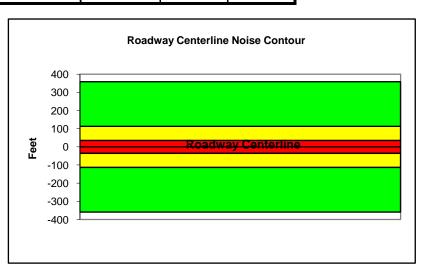
### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Job #: 25104231 Analyst: Roadway: **Broadway** Front to First Road Segment: PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 20805 Receiver Barrier Dist: Peak Hour Traffic: 2080.5 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	53.2	62.0	60.2	54.1	62.8	63.4		
Medium Trucks:	62.9	54.8	48.5	46.9	55.4	55.6		
Heavy Trucks:	68.1	56.2	47.1	48.4	58.3	58.4		
Vehicle Noise:	70.6	63.9	60.8	56.1	64.6	65.1		

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	359					
65 dBA	113					
70 dBA	36					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

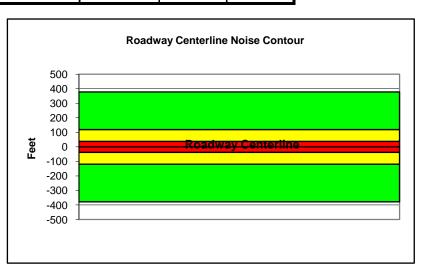


	Federal Highway Administration RD-77-108 Traffic Noise Prediction Model (CALVENO)								
Project Name:	New San Diego C	entral Courthouse	-	Scenario:	Future				
Analyst:	Monica Kling			Job #:	25104231				
Roadway:	Broadway								
Road Segment:	Front to First								
	PROJECT DATA			5	SITE DATA				
Centerline Dist to B	Barrier	0	Road Grade:		0				
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	21931				
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	2193.1				
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed:					
Barrier Near Lane (	CL Dist:	0	Centerline Se	eparation:	24				
Barrier Far lane CL	. Dist:	0		NC	ISE INPUT	S			
Pad Elevation:		0.5	Site condition	ns <b>HARD S</b> I	TE				
Road Elevation:		0		F	LEET MIX				
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily		
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742		
Rt View: 90	Lft Vie	ew: <b>-9</b>	<b>0</b> Med. Truck	0.848	0.049	0.103	0.0184		
NOISE S	OURCE ELEVATION	ONS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074		
Autos:		0							
Medium Trucks:		2.3							
Heavy Trucks:		8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	53.4	62.2	60.4	54.3	63.0	63.6		
Medium Trucks:	63.1	55.1	48.7	47.1	55.6	55.8		
Heavy Trucks:	68.4	56.4	47.4	48.6	58.5	58.6		
Vehicle Noise:	70.8	64.2	61.0	56.3	64.9	65.3		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	378					
65 dBA	120					
70 dBA	38					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



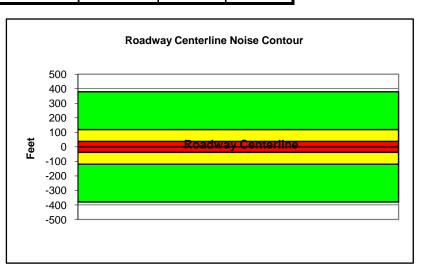
### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Monica Kling Job #: 25104231 Analyst: Roadway: **Broadway** Front to First Road Segment: PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 21982 Receiver Barrier Dist: Peak Hour Traffic: 2198.2 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	53.4	62.2	60.4	54.3	63.0	63.6		
Medium Trucks:	63.2	55.1	48.7	47.1	55.6	55.9		
Heavy Trucks:	68.4	56.4	47.4	48.6	58.5	58.6		
Vehicle Noise:	70.8	64.2	61.0	56.3	64.9	65.3		

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	379						
65 dBA	120						
70 dBA	38						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

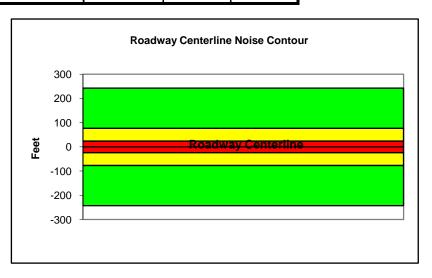


Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)								
Project Name:	New San Diego	Central Courth	nouse	•	Scenario:	Existing		
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	Broadway Stree	t						
Road Segment:	Kettner to India							
	PROJECT DAT	Α			5	SITE DATA		
Centerline Dist to E	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	berm):	0		Average Dail	y Traffic:	14070		
Receiver Barrier D	ist:	0		Peak Hour Ti	raffic:	1407		
Centerline Dist. To	Observer:	100		Vehicle Speed: 35				
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL	_ Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (a	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft \	√iew:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVAT	IONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn						CNEL				
Autos:	51.5	60.3	58.5	52.4	61.1	61.7				
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9				
Heavy Trucks:	66.4	54.5	45.4	46.7	56.6	56.7				
Vehicle Noise:	68.9	62.2	59.1	54.4	62.9	63.4				

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn										
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	242						
65 dBA	77						
70 dBA	24						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

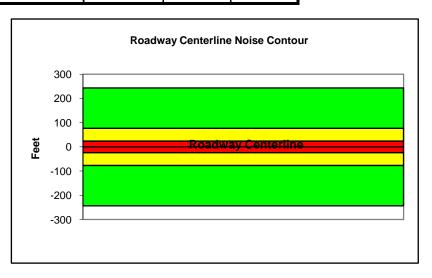


Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)								
Project Name:	New San Diego	Central Courth	ouse	-	Scenario:	Existing Plu	us Project	
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	Broadway Stree	et						
Road Segment:	Kettner to India							
	PROJECT DAT	ΓΑ			S	SITE DATA		
Centerline Dist to E	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	berm):	0		Average Dail	y Traffic:	14104		
Receiver Barrier Di	ist:	0		Peak Hour Ti	raffic:	1410.4		
Centerline Dist. To	Observer:	100		Vehicle Speed: 35				
Barrier Near Lane	CL Dist:	0		Centerline Separation: 24				
Barrier Far lane CL	Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	ns <b>HARD S</b> I	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (a	bove grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft '	√iew:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVAT	TIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn						CNEL				
Autos:	51.5	60.3	58.5	52.4	61.1	61.7				
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9				
Heavy Trucks:	66.4	54.5	45.5	46.7	56.6	56.7				
Vehicle Noise:	68.9	62.2	59.1	54.4	62.9	63.4				

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn C									
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	243						
65 dBA	77						
70 dBA	24						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

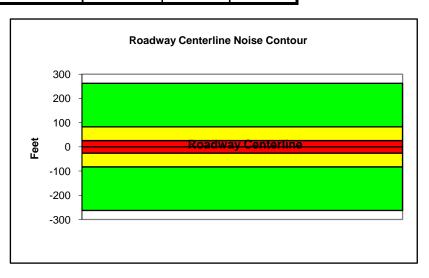


		RD-77-108 ALVENO)						
Project Name:	New San Diego	Central Courth	nouse	•	Scenario:	Future		
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	Broadway Stree	et						
Road Segment:	Kettner to India							
	PROJECT DAT	ΓΑ			5	SITE DATA		
Centerline Dist to E	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	berm):	0		Average Dail	y Traffic:	15221		
Receiver Barrier Di	ist:	0		Peak Hour Ti	raffic:	1522.1		
Centerline Dist. To	Observer:	100		Vehicle Speed: 35				
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL	_ Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (a	above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft '	View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVAT	ΓΙΟΝS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn										
Autos:	51.8	60.6	58.8	52.8	61.4	62.0				
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3				
Heavy Trucks:	66.8	54.8	45.8	47.0	56.9	57.0				
Vehicle Noise:	69.2	62.6	59.4	54.7	63.3	63.7				

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn C									
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	262				
65 dBA	83				
70 dBA	26				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

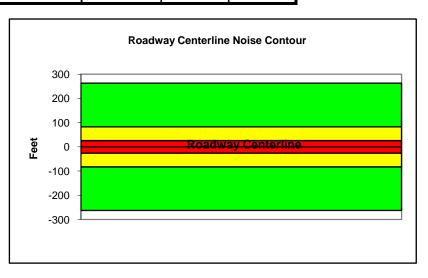


		Federal Highway Ad Traffic Noise Predic						
Project Name:		Central Courthouse	(		Future Plus	s Project		
Analyst:	Monica Kling			Job #:	25104231	•		
Roadway:	Broadway Stree	t						
Road Segment:	Kettner to India							
	PROJECT DAT	Ά		9	SITE DATA			
Centerline Dist to E	Barrier	0	Road Grade:		0			
Barrier (0=wall, 1=	berm):	0	Average Dai	y Traffic:	15255			
Receiver Barrier Di	ist:	0	Peak Hour T	raffic:	1525.5			
Centerline Dist. To	Observer:	100	Vehicle Spee	ed:	35			
Barrier Near Lane	CL Dist:	0	Centerline S	eparation:	24			
Barrier Far lane CL	Dist:	0		NC	ISE INPUT	S		
Pad Elevation:		0.5	Site condition	ns <b>HARD S</b> I	TE			
Road Elevation:		0		FLEET MIX				
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily	
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft \	/iew: <b>-9</b>	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE S	OURCE ELEVAT	IONS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.9	60.6	58.8	52.8	61.4	62.0
Medium Trucks:	61.6	53.5	47.1	45.5	54.0	54.3
Heavy Trucks:	66.8	54.9	45.8	47.0	56.9	57.0
Vehicle Noise:	69.2	62.6	59.4	54.7	63.3	63.7

MITIGAT	MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	263				
65 dBA	83				
70 dBA	26				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

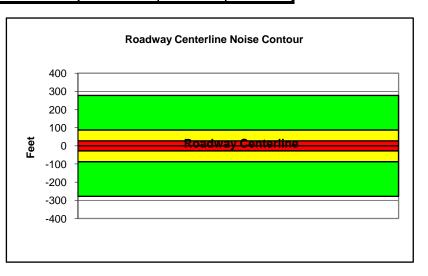


		Federal Highway A						
Project Name:	New San Diego	Central Courthouse		•	Scenario:	Existing		
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	Broadway							
Road Segment:	Union to front							
	PROJECT DAT	ΓΑ			5	SITE DATA		
Centerline Dist to E	Barrier	0	R	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	Α	Average Dail	y Traffic:	16130		
Receiver Barrier Di	st:	0	Р	Peak Hour Ti	raffic:	1613		
Centerline Dist. To	Observer:	100	٧	/ehicle Spee	d:	35		
Barrier Near Lane	CL Dist:	0	C	Centerline Se	eparation:	24		
Barrier Far lane CL	. Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5	S	Site condition	is <b>HARD S</b> I	TE		
Road Elevation:		0		FLEET MIX				
Observer Height (a	bove grade):	0	Т	Гуре	Day	Evening	Night	Daily
Barrier Height:		0		∖uto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft '	View: -	.90 №	Леd. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVAT	ΓΙΟΝS (Feet)	H	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
Vehicle Noise:	69.5	62.8	59.6	55.0	63.5	64.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	278					
65 dBA	88					
70 dBA	28					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



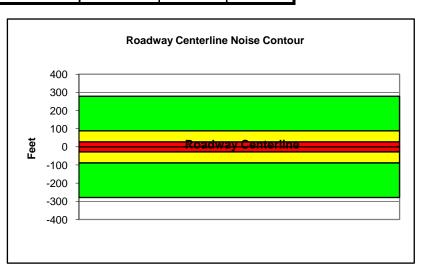
### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Job #: 25104231 Analyst: Roadway: **Broadway** Union to front Road Segment: PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 16181 Receiver Barrier Dist: Peak Hour Traffic: 1618.1 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.1	60.9	59.1	53.0	61.7	62.3
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3
Vehicle Noise:	69.5	62.8	59.7	55.0	63.5	64.0

8

MITIGAT	MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	279				
65 dBA	88				
70 dBA	28				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

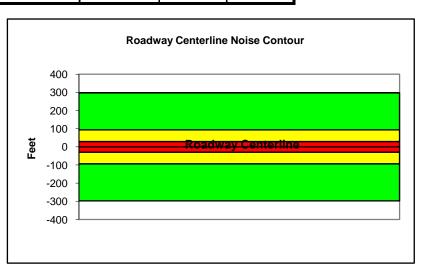


		Federal Highway A						
Project Name:	New San Diego	Central Courthous		,	Scenario:	Future		
Analyst:	Monica Kling				Job #:	25104231		
Roadway:	Broadway							
Road Segment:	Union to front							
	PROJECT DA	TA			(	SITE DATA		
Centerline Dist to E	Barrier	0	F	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	/	Average Dail	y Traffic:	17228		
Receiver Barrier Di	ist:	0	F	Peak Hour Ti	raffic:	1722.8		
Centerline Dist. To	Observer:	100	١	Vehicle Spee	d:	35		
Barrier Near Lane	CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL	Dist:	0			NC	ISE INPUT	S	
Pad Elevation:		0.5	3	Site condition	is <b>HARD S</b> I	TE		
Road Elevation:		0		FLEET MIX				
Observer Height (a	bove grade):	0	F	Туре	Day	Evening	Night	Daily
Barrier Height:		0	7	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	) Lft	View:	<b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVA	TIONS (Feet)	I	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						
Heavy Trucks:		8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						າ)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	61.9	62.5
Medium Trucks:	62.1	54.0	47.6	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.5	57.4	57.6
Vehicle Noise:	69.8	63.1	59.9	55.2	63.8	64.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	297				
65 dBA	94				
70 dBA	30				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



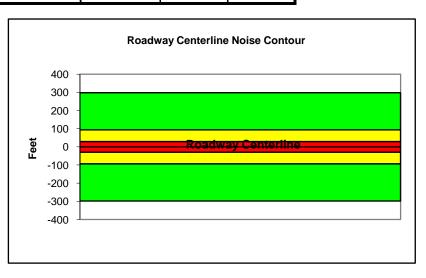
### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Monica Kling Job #: 25104231 Analyst: Roadway: **Broadway** Road Segment: Union to front PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 17279 Receiver Barrier Dist: Peak Hour Traffic: 1727.9 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos: Medium Trucks: 2.3

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						1)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.4	61.2	59.4	53.3	62.0	62.6
Medium Trucks:	62.1	54.0	47.7	46.1	54.6	54.8
Heavy Trucks:	67.3	55.4	46.3	47.6	57.5	57.6
Vehicle Noise:	69.8	63.1	59.9	55.3	63.8	64.3

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	298				
65 dBA	94				
70 dBA	30				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



# C STREET TRAFFIC NOISE MODELING

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#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Existing Monica Kling Job #: 25104231 Analyst: Roadway: C Street Road Segment: Columbia to State PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 1100 Receiver Barrier Dist: Peak Hour Traffic: 110 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0 0.775 0.129 0.096 0.9742 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** 0.0074

Heavy Truck

35.6

43.3

0.865

45.5

51.9

0.027

45.6

52.3

0.108

Heavy Trucks:		8							
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	40.4	49.2	47.4	41.3	50.0	50.6			
Medium Trucks:	50.1	42.1	35.7	34.1	42.6	42.8			

34.4

48.0

2.3

43.4

51.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	19						
65 dBA	6						
70 dBA	2						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

55.4

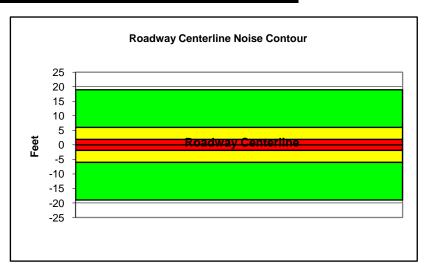
57.8

Autos:

Medium Trucks:

Heavy Trucks:

**Vehicle Noise:** 



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: C Street

Road Segment: Columbia to State
PROJECT DATA

PROJECT	SITE DATA						
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	1254		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	125.4		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Separation:				
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade)	. 0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

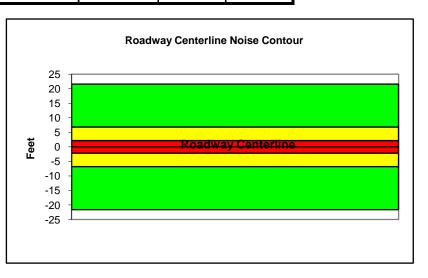
Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	41.0	49.8	48.0	41.9	50.6	51.2			
Medium Trucks:	50.7	42.7	36.3	34.7	43.2	43.4			
Heavy Trucks:	55.9	44.0	34.9	36.2	46.1	46.2			
Vehicle Noise:	58.4	51.7	48.6	43.9	52.4	52.9			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	22						
65 dBA	7						
70 dBA	2						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Analyst: Monica Kling Job #: 25104231 Roadway: C Street Road Segment: Columbia to State PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 1234 Receiver Barrier Dist: Peak Hour Traffic: 123.4 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type

Auto

Med. Truck

Heavy Truck

-90

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

90

Barrier Height:

Rt View:

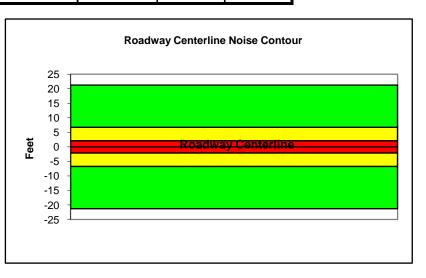
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	40.9	49.7	47.9	41.8	50.5	51.1			
Medium Trucks:	50.6	42.6	36.2	34.6	43.1	43.3			
Heavy Trucks:	55.9	43.9	34.9	36.1	46.0	46.1			
Vehicle Noise:	58.3	51.7	48.5	43.8	52.4	52.8			

0

Lft View:

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)										
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL				
Autos:										
Medium Trucks:										
Heavy Trucks:										
Vehicle Noise:										

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	21						
65 dBA	7						
70 dBA	2						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



0.775

0.848

0.865

0.129

0.049

0.027

0.9742

0.0184

0.0074

0.096

0.103

0.108

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: C Street

Road Segment: Columbia to State

PROJECT	SITE DATA						
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	1388		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	138.8		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Separation:		24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade)	oserver Height (above grade):			Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

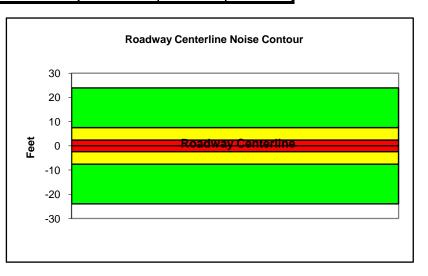
Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	41.4	50.2	48.4	42.4	51.0	51.6			
Medium Trucks:	51.2	43.1	36.7	35.1	43.6	43.9			
Heavy Trucks:	56.4	44.4	35.4	36.6	46.5	46.6			
Vehicle Noise:	58.8	52.2	49.0	44.3	52.9	53.3			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	24					
65 dBA	8					
70 dBA	2					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



# FIRST AVENUE TRAFFIC NOISE MODELING

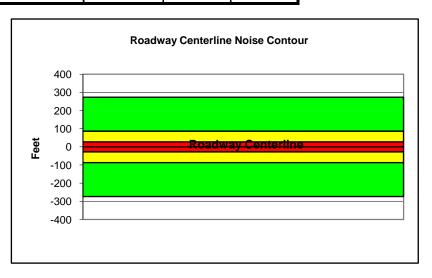
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Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)							
Project Name:	New San Diego Ce	entral Courthouse	•	Scenario:	Existing		
Analyst:	Monica Kling			Job #:	25104231		
Roadway:	First Avenue						
Road Segment:	A Street to B Stree	t					
	PROJECT DATA			5	SITE DATA		
Centerline Dist to B	Barrier	0	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	15849		
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	1584.9		
Centerline Dist. To	Observer:	100	Vehicle Spee	Vehicle Speed: 35			
Barrier Near Lane (	CL Dist:	0	Centerline Se	eparation:	24		
Barrier Far lane CL	Dist:	0	NOISE INPUTS				
Pad Elevation:		0.5	Site conditions HARD SITE				
Road Elevation:		0		F	LEET MIX		
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft Viev	w: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SO	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0		· ·	· ·		_
Medium Trucks:		2.3					
Heavy Trucks:		8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	52.0	60.8	59.0	52.9	61.6	62.2		
Medium Trucks:	61.7	53.7	47.3	45.7	54.2	54.4		
Heavy Trucks:	67.0	55.0	46.0	47.2	57.1	57.2		
Vehicle Noise:	69.4	62.8	59.6	54.9	63.4	63.9		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	273					
65 dBA	86					
70 dBA	27					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Job #: 25104231 Analyst: Monica Kling Roadway: First Avenue Road Segment: A Street to B Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 15917 Receiver Barrier Dist: Peak Hour Traffic: 1591.7 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	52.0	60.8	59.0	52.9	61.6	62.2		
Medium Trucks:	61.8	53.7	47.3	45.7	54.2	54.5		
Heavy Trucks:	67.0	55.0	46.0	47.2	57.1	57.2		
Vehicle Noise:	69.4	62.8	59.6	54.9	63.5	63.9		

2.3

8

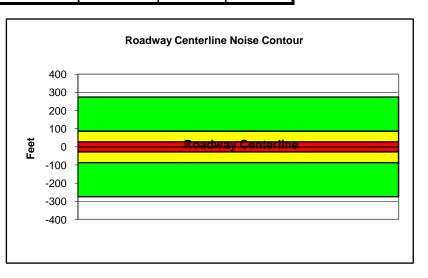
MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOI	SE CONTOUR
Unmitigated	
60 dBA	275
65 dBA	87
70 dBA	27
Mitigated	
60 dBA	
65 dBA	
70 dBA	

Autos:

Medium Trucks:

Heavy Trucks:

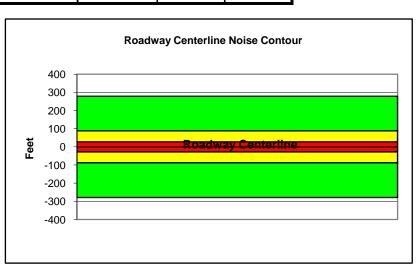


Federal Highway Administration RD-77-108  Traffic Noise Prediction Model (CALVENO)							
Project Name:	New San Diego Ce		•	Scenario:	Future		
Analyst:	Monica Kling			Job #:	25104231		
Roadway:	First Avenue						
Road Segment:	A Street to B Stree	t					
	PROJECT DATA			S	SITE DATA		
Centerline Dist to B	Barrier	0	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	16135		
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	1613.5		
Centerline Dist. To	Observer:	100	Vehicle Speed: 35				
Barrier Near Lane (	CL Dist:	0	Centerline Se	eparation:	24		
Barrier Far lane CL	Dist:	0	NOISE INPUTS				
Pad Elevation:		0.5	Site condition	ns <b>HARD S</b> I	TE		
Road Elevation:		0		F	LEET MIX		
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft Viev	w: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SO	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0		· ·	· ·		_
Medium Trucks:		2.3					
Heavy Trucks:		8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	52.1	60.9	59.1	53.0	61.7	62.3		
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5		
Heavy Trucks:	67.0	55.1	46.0	47.3	57.2	57.3		
Vehicle Noise:	69.5	62.8	59.6	55.0	63.5	64.0		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	278					
65 dBA	88					
70 dBA	28					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Job #: Analyst: Monica Kling 25104231 Roadway: First Avenue Road Segment: A Street to B Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 16203 1620.3 Receiver Barrier Dist: Peak Hour Traffic: 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0 0.775 0.096 0.9742 Auto 0.129 Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184

Heavy Truck

47.3

55.0

0.865

57.2

63.5

0.027

57.3

64.0

0.108

0.0074

Heavy Trucks:		8					
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.1	60.9	59.1	53.0	61.7	62.3	
Medium Trucks:	61.8	53.8	47.4	45.8	54.3	54.5	

46.1

59.7

2.3

55.1

62.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CNE								
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	279					
65 dBA	88					
70 dBA	28					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

**NOISE SOURCE ELEVATIONS (Feet)** 

67.0

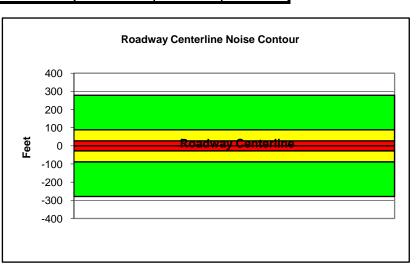
69.5

Autos:

Medium Trucks:

Heavy Trucks:

**Vehicle Noise:** 



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Existing Analyst: Monica Kling Job #: 25104231 Roadway: First Street Road Segment: Ash Street to A Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 19860 Receiver Barrier Dist: Peak Hour Traffic: 1986 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily

0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos:

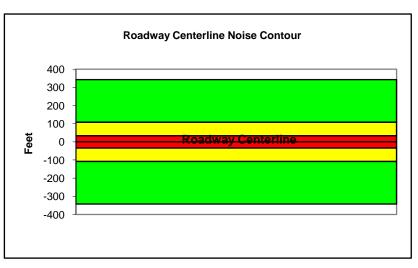
Type

Medium Trucks: 2.3 Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	53.0	61.8	60.0	53.9	62.6	63.2		
Medium Trucks:	62.7	54.6	48.3	46.7	55.2	55.4		
Heavy Trucks:	67.9	56.0	46.9	48.2	58.1	58.2		
Vehicle Noise:	70.4	63.7	60.5	55.9	64.4	64.9		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CN							
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	343					
65 dBA	108					
70 dBA	34					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: First Street

Road Segment: Ash Street to A Street

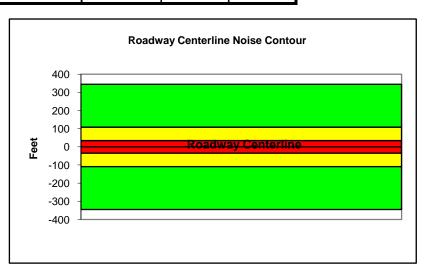
PROJECT	SHEDATA						
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	19988		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	1998.8		
Centerline Dist. To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	is <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELE	NOISE SOURCE ELEVATIONS (Feet)				0.027	0.108	0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	53.0	61.8	60.0	53.9	62.6	63.2		
Medium Trucks:	62.7	54.7	48.3	46.7	55.2	55.4		
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2		
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type Peak Leq Leq Day Leq Evening Leq Night Ldn CNI								
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	345					
65 dBA	109					
70 dBA	34					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Analyst: Monica Kling Job #:

Roadway: First Street

Road Segment: Ash Street to A Street

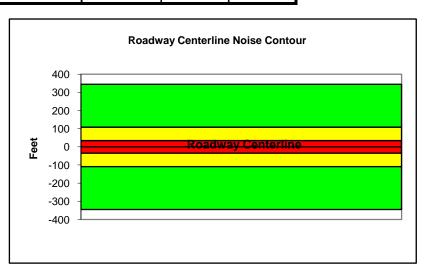
PROJECT	SITE DATA						
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	20022		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	2002.2		
Centerline Dist. To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	is <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade)	: 0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELE	VATIONS (F	eet)	Heavy Truck	0.865	0.027	0.108	0.0074

Autos: Medium Trucks: 2.3 Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	53.0	61.8	60.0	53.9	62.6	63.2			
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.4			
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2			
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	345						
65 dBA	109						
70 dBA	34						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



25104231

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: First Street

Road Segment: Ash Street to A Street

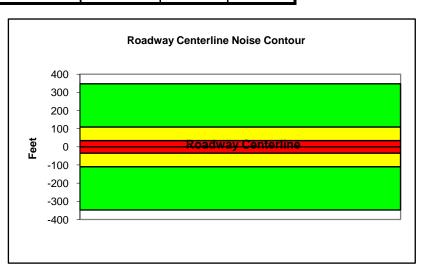
PROJECT		S	SITE DATA							
Centerline Dist to Barrier	0		Road Grade:		0					
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	20150					
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	2015					
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35					
Barrier Near Lane CL Dist: 0			Centerline Se	eparation:	24					
Barrier Far lane CL Dist:	Barrier Far lane CL Dist: 0				NOISE INPUTS					
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE					
Road Elevation:	0			F	LEET MIX					
Observer Height (above grade)	): <b>0</b>		Туре	Day	Evening	Night	Daily			
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742			
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184			
NOISE SOURCE ELI	EVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074			
		$\overline{}$								

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	53.1	61.8	60.1	54.0	62.6	63.2			
Medium Trucks:	62.8	54.7	48.3	46.8	55.2	55.5			
Heavy Trucks:	68.0	56.1	47.0	48.2	58.1	58.3			
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9			

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	347						
65 dBA	110						
70 dBA	35						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



# FRONT STREET TRAFFIC NOISE MODELING

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		Federal Highw							
		Traffic Noise F		ion Model (C	ALVENO)				
Project Name:	New San D	iego Central Courth	ouse		Scenario:	Existing			
Analyst:	Monica Klin	g			Job #:	25104231			
Roadway:	Front Street	t							
Road Segment:	A Street to I	B Street						ļ	
	PROJECT	DATA			5	SITE DATA			
Centerline Dist to	Barrier	0		Road Grade:		0			
Barrier (0=wall, 1=	= berm):	0		Average Dail	y Traffic:	14532			
Receiver Barrier [	Dist:	0		Peak Hour Traffic:		1453.2			
Centerline Dist. T	o Observer:	100		Vehicle Spee	ehicle Speed:				
Barrier Near Lane	CL Dist:	0		Centerline Separation: 24					
Barrier Far lane C	L Dist:	0			NOISE INPUTS				
Pad Elevation:		0.5		Site condition	is <b>HARD S</b> I	TE			
Road Elevation:		0			F	LEET MIX			
Observer Height (	(above grade):	0		Туре	Day	Evening	Night	Daily	
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 9	0	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE S	NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:		0							
Medium Trucks:		2.3							

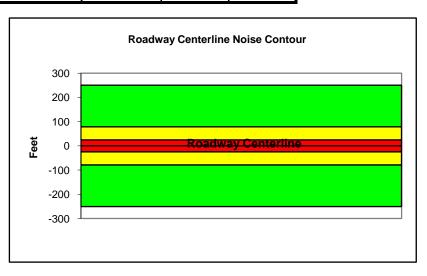
UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:	51.6	60.4	58.6	52.5	61.2	61.8			
Medium Trucks:	61.4	53.3	46.9	45.3	53.8	54.1			
Heavy Trucks:	66.6	54.6	45.6	46.8	56.7	56.8			
Vehicle Noise:	69.0	62.4	59.2	54.5	63.1	63.5			

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)									
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL			
Autos:									
Medium Trucks:									
Heavy Trucks:									
Vehicle Noise:									

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	250						
65 dBA	79						
70 dBA	25						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

Heavy Trucks:



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Scenario: Existing Plus Project Project Name: New San Diego Central Courthouse Monica Kling Analyst: Job #: 25104231 Roadway: Front Street Road Segment: A Street to B Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 14600 Receiver Barrier Dist: Peak Hour Traffic: 1460 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0.9742

Auto

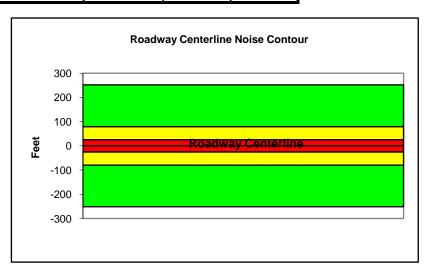
Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 Autos: Medium Trucks: 2.3 Heavy Trucks: 8

0

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	51.7	60.4	58.7	52.6	61.2	61.8		
Medium Trucks:	61.4	53.3	46.9	45.4	53.8	54.1		
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9		
Vehicle Noise:	69.0	62.4	59.2	54.5	63.1	63.5		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	252						
65 dBA	80						
70 dBA	25						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



0.775

0.129

0.096

0.103

0.108

0.0184

0.0074

		Federal Highw						
		Traffic Noise F		ion Model (C	ALVENO)			
Project Name:	New San D	iego Central Courth	ouse		Scenario:	Future		
Analyst:	Monica Klin	g			Job #:	25104231		
Roadway:	Front Street	t						
Road Segment:	A Street to I	B Street						
	PROJECT	DATA			5	SITE DATA		
Centerline Dist to	Barrier	0		Road Grade:		0		
Barrier (0=wall, 1=	= berm):	0		Average Dail	y Traffic:	14600		
Receiver Barrier [	Dist:	0		Peak Hour Traffic: 14		1460		
Centerline Dist. T	o Observer:	100		Vehicle Speed:		35		
Barrier Near Lane	CL Dist:	0		Centerline Separation:		24		
Barrier Far lane C	L Dist:	0			NO	ISE INPUT	S	
Pad Elevation:		0.5		Site condition	is <b>HARD S</b> I	TE		
Road Elevation:		0			F	LEET MIX		
Observer Height (	(above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:		0		Auto	0.775	0.129	0.096	0.9742
Rt View: 9	0	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE	NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0						
Medium Trucks:		2.3						

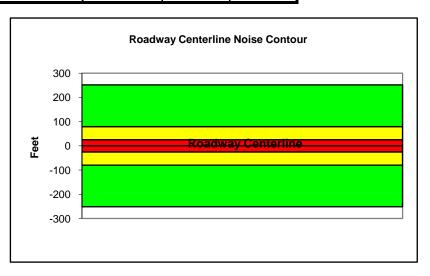
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	51.7	60.4	58.7	52.6	61.2	61.8	
Medium Trucks:	61.4	53.3	46.9	45.4	53.8	54.1	
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9	
Vehicle Noise:	69.0	62.4	59.2	54.5	63.1	63.5	

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	252						
65 dBA	80						
70 dBA	25						
Mitigated							
60 dBA							
65 dBA							
70 dBA							

Heavy Trucks:



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Plus Project Analyst: Monica Kling Job #: 25104231 Roadway: Front Street Road Segment: A Street to B Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 14669 Receiver Barrier Dist: Peak Hour Traffic: 1466.9 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0.9742 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

Medium Trucks: Heavy Trucks:	2.3 8	
UNIMITICATED	NOISE LEVELS (No topograp	

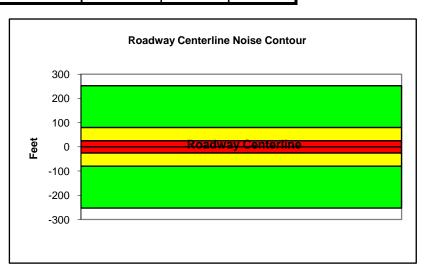
**NOISE SOURCE ELEVATIONS (Feet)** 

Autos:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	51.7	60.5	58.7	52.6	61.2	61.8		
Medium Trucks:	61.4	53.3	46.9	45.4	53.9	54.1		
Heavy Trucks:	66.6	54.7	45.6	46.8	56.7	56.9		
Vehicle Noise:	69.1	62.4	59.2	54.5	63.1	63.6		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	253					
65 dBA	80					
70 dBA	25					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Existing Monica Kling Job #: 25104231 Analyst: Roadway: Front Street Road Segment: Ash Street to A Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 16025 Receiver Barrier Dist: Peak Hour Traffic: 1602.5 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto

-90

Med. Truck

Heavy Truck

0.848

0.865

0.049

0.027

0.103

0.108

0.0184

0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

**NOISE SOURCE ELEVATIONS (Feet)** 

Lft View:

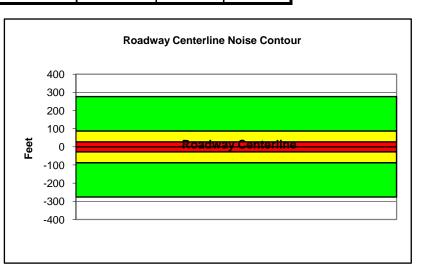
90

Rt View:

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	52.1	60.8	59.1	53.0	61.6	62.2		
Medium Trucks:	61.8	53.7	47.3	45.8	54.2	54.5		
Heavy Trucks:	67.0	55.1	46.0	47.2	57.1	57.3		
Vehicle Noise:	69.4	62.8	59.6	54.9	63.5	64.0		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	277					
65 dBA	87					
70 dBA	28					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Front Street

Road Segment: Ash Street to A Street

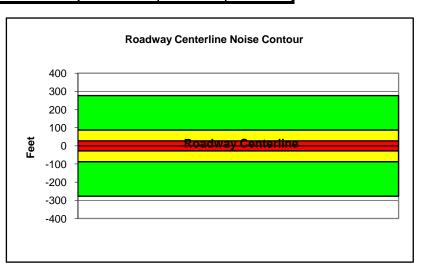
PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 16093 Receiver Barrier Dist: Peak Hour Traffic: 1609.3 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.1	60.9	59.1	53.0	61.6	62.2	
Medium Trucks:	61.8	53.7	47.4	45.8	54.3	54.5	
Heavy Trucks:	67.0	55.1	46.0	47.2	57.2	57.3	
Vehicle Noise:	69.5	62.8	59.6	54.9	63.5	64.0	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	277					
65 dBA	88					
70 dBA	28					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Analyst: Monica Kling Job #:

Roadway: Front Street

Medium Trucks:

Heavy Trucks:

Vehicle Noise:

Road Segment: Ash Street to A Street

PROJECT	T DATA			S	SITE DATA		
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	16601		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	1660.1		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade	): <b>0</b>		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE EL	EVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	52.2	61.0	59.2	53.1	61.8	62.4		
Medium Trucks:	61.9	53.9	47.5	45.9	54.4	54.6		
Heavy Trucks:	67.2	55.2	46.2	47.4	57.3	57.4		

59.8

55.1

2.3

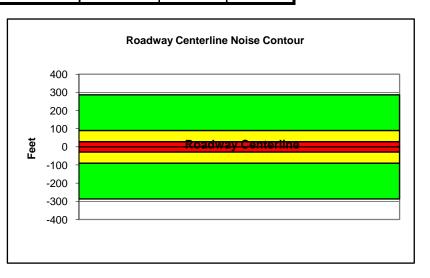
63.0

8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	286					
65 dBA	91					
70 dBA	29					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

69.6



63.6

64.1

25104231

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: Front Street

Road Segment: Ash Street to A Street
PROJECT DATA

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	16670		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	1667		
Centerline Dist. To Observer:	100		Vehicle Speed:		35		
Barrier Near Lane CL Dist:	0		Centerline Separation:		24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0		FLEET MIX				
Observer Height (above grade)	. 0		Type Day Even		Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

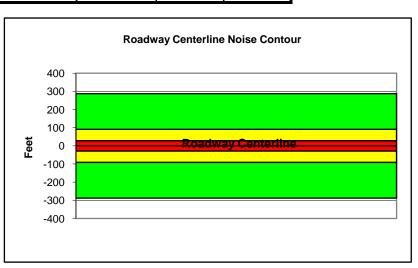
0.0074

NOISE SOURCE ELEVATIONS (Feet)
Autos:
0
Medium Trucks:
2.3
Heavy Trucks:
8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	52.2	61.0	59.2	53.1	61.8	62.4	
Medium Trucks:	62.0	53.9	47.5	45.9	54.4	54.7	
Heavy Trucks:	67.2	55.2	46.2	47.4	57.3	57.4	
Vehicle Noise:	69.6	63.0	59.8	55.1	63.7	64.1	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	288					
65 dBA	91					
70 dBA	29					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



# STATE STREET TRAFFIC NOISE MODELING

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#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Existing Analyst: Monica Kling Job #: 25104231 Roadway: State Street Road Segment: Ash Street to A Street PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 2190 Receiver Barrier Dist: Peak Hour Traffic: 219 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	43.4	52.2	50.4	44.3	53.0	53.6		
Medium Trucks:	53.1	45.1	38.7	37.1	45.6	45.8		
Heavy Trucks:	58.4	46.4	37.4	38.6	48.5	48.6		
Vehicle Noise:	60.8	54.2	51.0	46.3	54.9	55.3		

2.3

8

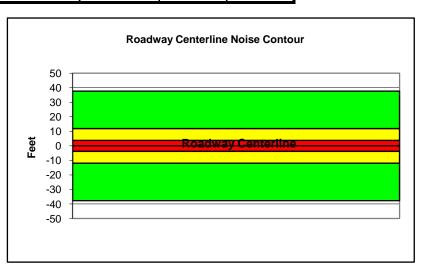
MITIGATED NOISE LEVELS (With topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:							
Medium Trucks:							
Heavy Trucks:							
Vehicle Noise:							

CENTERLINE NOI	SE CONTOUR
Unmitigated	
60 dBA	38
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	

Autos:

Medium Trucks:

Heavy Trucks:



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: State Street

Road Segment: Ash Street to A Street
PROJECT DATA

PROJECT	SITE DATA						
Centerline Dist to Barrier	0		Road Grade: 0				
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	2270		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	227		
Centerline Dist. To Observer:	100		Vehicle Spee	ed:	35		
Barrier Near Lane CL Dist:	0		Centerline Separation:		24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184

Heavy Truck

0.865

0.027

0.108

0.0074

Autos: 0
Medium Trucks: 2.3

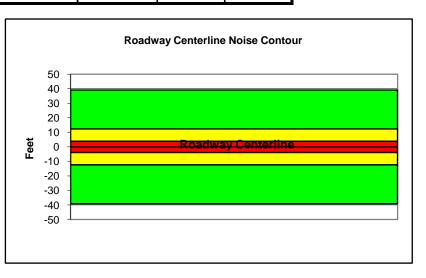
**NOISE SOURCE ELEVATIONS (Feet)** 

Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	43.6	52.4	50.6	44.5	53.1	53.7	
Medium Trucks:	53.3	45.2	38.8	37.3	45.8	46.0	
Heavy Trucks:	58.5	46.6	37.5	38.7	48.6	48.8	
Vehicle Noise:	61.0	54.3	51.1	46.4	55.0	55.5	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOI	SE CONTOUR
Unmitigated	
60 dBA	39
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Analyst: Monica Kling Job #:

Roadway: State Street

Road Segment: Ash Street to A Street PROJECT DATA

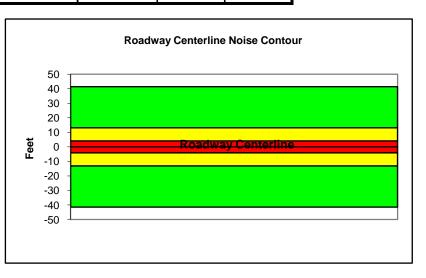
PROJECT	DATA		SHEDATA				
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Dail	y Traffic:	2405		
Receiver Barrier Dist:	0		Peak Hour Ti	raffic:	240.5		
Centerline Dist. To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane CL Dist:	0		Centerline Se	eparation:	24		
Barrier Far lane CL Dist:	0			NO	ISE INPUT	S	
Pad Elevation:	0.5		Site condition	is <b>HARD SI</b>	TE		
Road Elevation:	0			F	LEET MIX		
Observer Height (above grade)	: <b>0</b>		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELE	et)	Heavy Truck	0.865	0.027	0.108	0.0074	

Autos: Medium Trucks: 2.3 Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	43.8	52.6	50.8	44.7	53.4	54.0	
Medium Trucks:	53.5	45.5	39.1	37.5	46.0	46.2	
Heavy Trucks:	58.8	46.8	37.8	39.0	48.9	49.0	
Vehicle Noise:	61.2	54.6	51.4	46.7	55.3	55.7	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
41						
13						
4						



25104231

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: State Street

Road Segment: Ash Street to A Street

PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 2422 Receiver Barrier Dist: Peak Hour Traffic: 242.2 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto

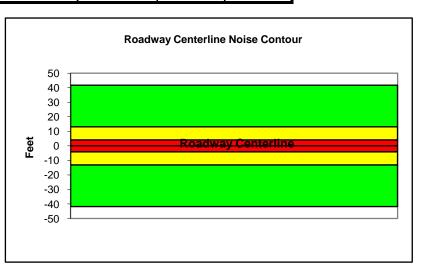
Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074 Autos:

Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)							
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	43.9	52.6	50.9	44.8	53.4	54.0	
Medium Trucks:	53.6	45.5	39.1	37.6	46.0	46.3	
Heavy Trucks:	58.8	46.9	37.8	39.0	48.9	49.1	
Vehicle Noise:	61.2	54.6	51.4	46.7	55.3	55.7	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq Leq Day Leq Evening Leq Night Ldn CNEL							
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	42					
65 dBA	13					
70 dBA	4					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

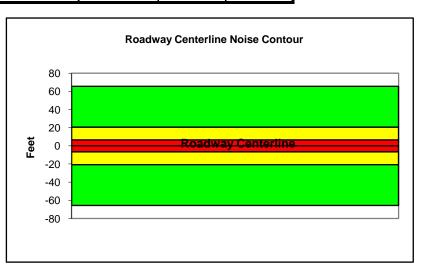


		deral Highway Adı affic Noise Predict					
Project Name:	New San Diego Ce	entral Courthouse		Scenario:	Existing		
Analyst:	Monica Kling			Job #:	25104231		
Roadway:	State Street						
Road Segment:	B Street to C Stree	et					
	PROJECT DATA			S	SITE DATA		
Centerline Dist to B	Barrier	0	Road Grade:		0		
Barrier (0=wall, 1=	berm):	0	Average Dail	y Traffic:	3800		
Receiver Barrier Di	st:	0	Peak Hour T	raffic:	380		
Centerline Dist. To	Observer:	100	Vehicle Speed:		35		
Barrier Near Lane (	CL Dist:	0	Centerline Se	eparation:	24		
Barrier Far lane CL	Dist:	0		NO	ISE INPUT	S	
Pad Elevation:		0.5	Site condition	ns <b>HARD SI</b>	TE		
Road Elevation:		0		F	LEET MIX		
Observer Height (a	bove grade):	0	Туре	Day	Evening	Night	Daily
Barrier Height:		0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft Viev	w: <b>-90</b>	Med. Truck	0.848	0.049	0.103	0.0184
NOISE S	OURCE ELEVATIO	NS (Feet)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:		0			•		
Medium Trucks:		2.3					
Heavy Trucks:		8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	45.8	54.6	52.8	46.7	55.4	56.0		
Medium Trucks:	55.5	47.5	41.1	39.5	48.0	48.2		
Heavy Trucks:	60.8	48.8	39.8	41.0	50.9	51.0		
Vehicle Noise:	63.2	56.6	53.4	48.7	57.2	57.7		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq Leq Day Leq Evening Leq Night Ldn CNE							
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR							
Unmitigated							
60 dBA	66						
65 dBA	21						
70 dBA	7						
Mitigated							
60 dBA							
65 dBA							
70 dBA							



Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: State Street

Road Segment: B Street to C Street

PROJECT DATA

PROJECT DA		SITE DATA			
Centerline Dist to Barrier 0 R		Road Grade:	0		
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	4228		
Receiver Barrier Dist:	0	Peak Hour Traffic:	422.8		
Centerline Dist. To Observer:	100	Vehicle Speed:	35		
Barrier Near Lane CL Dist:	0	Centerline Separation:	24		
Barrier Far lane CL Dist:	0	NC	NOISE INPUTS		

Pad Elevation:

0.5

Road Elevation:

0 FLE

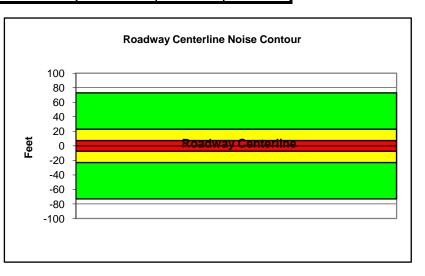
**FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type Barrier Height: 0.9742 0 Auto 0.775 0.129 0.096 0.049 Rt View: 90 Lft View: -90 Med. Truck 0.848 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	46.3	55.1	53.3	47.2	55.8	56.4		
Medium Trucks:	56.0	47.9	41.5	40.0	48.5	48.7		
Heavy Trucks:	61.2	49.3	40.2	41.4	51.3	51.5		
Vehicle Noise:	63.7	57.0	53.8	49.1	57.7	58.2		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)								
Vehicle Type	Peak Leq Leq Day Leq Evening Leq Night Ldn CNEL							
Autos:								
Medium Trucks:								
Heavy Trucks:								
Vehicle Noise:								

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	73					
65 dBA	23					
70 dBA	7					
Mitigated						
60 dBA						
65 dBA						
70 dBA						

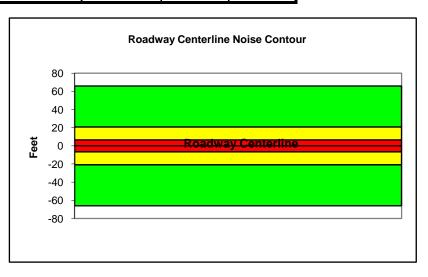


		al Highway Adn : Noise Predicti					
Project Name:	New San Diego Centra	al Courthouse	•	Scenario:	Future		
Analyst:	Monica Kling			Job #:	25104231		
Roadway:	State Street						
Road Segment:	B Street to C Street						
	PROJECT DATA			S	SITE DATA		
Centerline Dist to B	arrier (	)	Road Grade:		0		
Barrier (0=wall, 1= l	berm):	)	Average Dail	y Traffic:	3829		
Receiver Barrier Dis	st: (	)	Peak Hour Traffic:		382.9		
Centerline Dist. To	Observer: 100	)	Vehicle Speed:		35		
Barrier Near Lane (	CL Dist: (	)	Centerline Se	eparation:	24		
Barrier Far lane CL	Dist: (	)		NO	ISE INPUT	S	
Pad Elevation:	0.5	5	Site condition	is <b>HARD SI</b>	TE		
Road Elevation:	(	)	FLEET MIX				
Observer Height (al	bove grade):	)	Туре	Day	Evening	Night	Daily
Barrier Height:	(	)	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SO	OURCE ELEVATIONS	(Feet)	Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	(	)					
Medium Trucks:	2.3	3					
Heavy Trucks:	8	3					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)								
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL		
Autos:	45.8	54.6	52.8	46.8	55.4	56.0		
Medium Trucks:	55.6	47.5	41.1	39.5	48.0	48.3		
Heavy Trucks:	60.8	48.8	39.8	41.0	50.9	51.0		
Vehicle Noise:	63.2	56.6	53.4	48.7	57.3	57.7		

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR						
Unmitigated						
60 dBA	66					
65 dBA	21					
70 dBA	7					
Mitigated						
60 dBA						
65 dBA						
70 dBA						



Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: State Street
Road Segment: B Street to C Street
PROJECT DATA

SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 4256 Receiver Barrier Dist: Peak Hour Traffic: 425.6 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0

Pad Elevation: 0.5 Site conditions HARD SITE
Road Elevation: 0 FLE

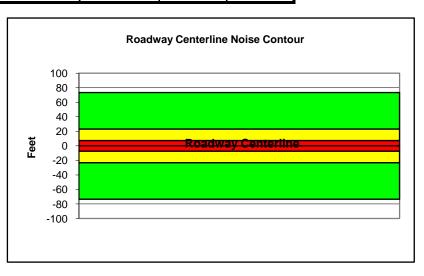
Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	46.3	55.1	53.3	47.2	55.9	56.5	
Medium Trucks:	56.0	48.0	41.6	40.0	48.5	48.7	
Heavy Trucks:	61.2	49.3	40.2	41.5	51.4	51.5	
Vehicle Noise:	63.7	57.0	53.9	49.2	57.7	58.2	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	73				
65 dBA	23				
70 dBA	7				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



**FLEET MIX** 

## Federal Highway Administration RD-77-108 Traffic Noise Prediction Model (CALVENO) ct Name: New San Diego Central Courthouse Scenario:

Project Name: New San Diego Central Courthouse Scenario: Existing
Analyst: Monica Kling Job #: 25104231

Roadway: State Street

Road Segment: C Street to Broadway

PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 3221 Receiver Barrier Dist: Peak Hour Traffic: 322.1 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type 0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184

NOISE SOURCE ELEVATIONS (Feet)

Heavy Truck

Autos:

Medium Trucks:

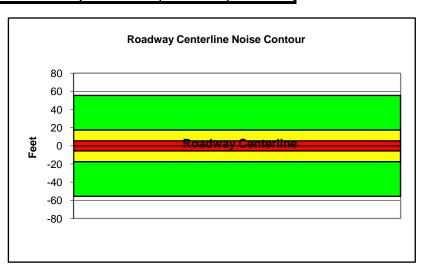
Heavy Trucks:

8

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	45.1	53.9	52.1	46.0	54.7	55.3	
Medium Trucks:	54.8	46.7	40.4	38.8	47.3	47.5	
Heavy Trucks:	60.0	48.1	39.0	40.3	50.2	50.3	
Vehicle Noise:	62.5	55.8	52.6	48.0	56.5	57.0	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	56				
65 dBA	18				
70 dBA	6				
Mitigated					
60 dBA					
65 dBA					
70 dBA					



0.865

0.027

0.108

0.0074

Project Name: New San Diego Central Courthouse Scenario: Existing Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: State Street

Rt View:

Road Segment: C Street to Broadway

3						
PROJECT DA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:		0		
Barrier (0=wall, 1= berm):	0	Average Daily Tr	affic:	3281		
Receiver Barrier Dist:	0	Peak Hour Traffic	c:	328.1		
Centerline Dist. To Observer:	100	Vehicle Speed:	Vehicle Speed:			
Barrier Near Lane CL Dist:	0	Centerline Separ	ation:	24		
Barrier Far lane CL Dist:	0		NO	ISE INPUT	S	
Pad Elevation:	0.5	Site conditions H	Site conditions HARD SITE			
Road Elevation:	0		FLEET MIX			
Observer Height (above grade):	0	Type Day	y	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742

-90 Med. Truck

Heavy Truck

Autos: 0
Medium Trucks: 2.3

**NOISE SOURCE ELEVATIONS (Feet)** 

Lft View:

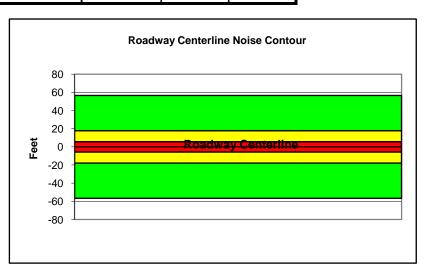
Medium Trucks: 2.3
Heavy Trucks: 8

90

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL	
Autos:	45.2	54.0	52.2	46.1	54.7	55.3	
Medium Trucks:	54.9	46.8	40.4	38.9	47.4	47.6	
Heavy Trucks:	60.1	48.2	39.1	40.3	50.2	50.4	
Vehicle Noise:	62.6	55.9	52.7	48.0	56.6	57.1	

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
57					
18					
6					



0.848

0.865

0.049

0.027

0.103

0.108

0.0184

0.0074

#### Federal Highway Administration RD-77-108 **Traffic Noise Prediction Model (CALVENO)** Project Name: New San Diego Central Courthouse Scenario: Future Monica Kling Analyst: Job #:

Roadway: State Street

Road Segment: C Street to Broadway

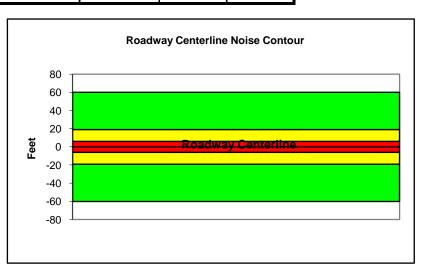
PROJECT	DATA			5	SITE DATA		
Centerline Dist to Barrier	0		Road Grade:		0		
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:		3489		
Receiver Barrier Dist:	0		Peak Hour Tr	affic:	348.9		
Centerline Dist. To Observer:	100		Vehicle Spee	d:	35		
Barrier Near Lane CL Dist:	0	Centerline Separation:		24			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Туре	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELE	VATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074

Autos: 0 Medium Trucks: 2.3 Heavy Trucks: 8

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.4	54.2	52.4	46.4	55.0	55.6
Medium Trucks:	55.2	47.1	40.7	39.1	47.6	47.9
Heavy Trucks:	60.4	48.4	39.4	40.6	50.5	50.6
Vehicle Noise:	62.8	56.2	53.0	48.3	56.9	57.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR				
Unmitigated				
60 dBA	60			
65 dBA	19			
70 dBA	6			
Mitigated				
60 dBA				
65 dBA				
70 dBA				



25104231

Project Name: New San Diego Central Courthouse Scenario: Future Plus Project

Analyst: Monica Kling Job #: 25104231

Roadway: State Street

Road Segment: C Street to Broadway

PROJECT DATA SITE DATA Centerline Dist to Barrier 0 Road Grade: 0 Barrier (0=wall, 1= berm): 0 Average Daily Traffic: 3549 Receiver Barrier Dist: Peak Hour Traffic: 354.9 0 Centerline Dist. To Observer: Vehicle Speed: 100 35 Barrier Near Lane CL Dist: 0 Centerline Separation: 24 **NOISE INPUTS** Barrier Far lane CL Dist: 0 Site conditions HARD SITE Pad Elevation: 0.5 Road Elevation: 0 **FLEET MIX** Observer Height (above grade): 0 Day Evening Night Daily Type

0.9742 Barrier Height: 0 0.775 0.129 0.096 Auto Rt View: 90 Lft View: -90 Med. Truck 0.848 0.049 0.103 0.0184 **NOISE SOURCE ELEVATIONS (Feet)** Heavy Truck 0.865 0.027 0.108 0.0074

Autos: 0
Medium Trucks: 2.3
Heavy Trucks: 8

UNMITIG	UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)					
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.5	54.3	52.5	46.4	55.1	55.7
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	60.5	48.5	39.5	40.7	50.6	50.7
Vehicle Noise:	62.9	56.3	53.1	48.4	56.9	57.4

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						)
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR					
Unmitigated					
60 dBA	61				
65 dBA	19				
70 dBA	6				
Mitigated					
60 dBA					
65 dBA					
70 dBA					

